EXCLUSIVE Mick Doohan - After the Fall

CYCLE NEWS®

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French Grand Prix

Criville steps up,

Roberts and Biaggi step off

TIME DATED MAILED MAY 26, 1999

TIME DATED WEEKLY NEWS

PLUS

Harrington 1/2 Mile; National Hillclimb opener; First Ride KTM Duke II and more...

Rodney Smith (Suz) topped **Steve Hatch** (Suz) and **Paul Edmondson** (Suz) to win the Brownsville, Pennsylvania, round of the Grand National Cross Country Series on May 23.

Brian Brown (Kaw) scored the overall win in the fifth round of the AMA National Hare & Hound Series, held in Murphy, Idaho, on May 23. **Ty Davis** (Yam) finished second, with **Destry Abbott** (Kaw), **Russell Pearson** (KTM) and **Oakley Lehman** (Kaw) rounding out the top five. Brown currently holds the series points lead with 131, followed by Abbott's 106 and Davis' 101.

Tommy Ahvala (G-G) won the fourth and fifth rounds of the AMA/NATC National Observed Trails Series in Howard, Colorado, May 22-23. Ahvala topped **Geoff Aaron** (Bet) on both days, with **Raymond Peters** finishing third in both rounds. After five of 11 rounds, Aaron leads Peters in the series standings, 125-123. Ryon Bell, with a pair of fourths over the weekend, is third with 96 points.

Tim Ferry, the top privateer finisher in this year's AMA U.S. Supercross Series, has signed on with Team Mazda/Chaparral Yamaha for the balance of the AMA Mazda Trucks National Championship 250cc MX Series. Team Noleen, Ferry's main supporter this year, had intended to campaign the entire National series, but expected sponsorship did not materialize and the company (Noleen Motorsports) chose to take advantage of an opportunity to let Ferry ride for Chaparral. "This is a great opportunity for Tim that will also work out well for Noleen," said Steve Russell, president of Noleen Motorsport. "Tim will continue to sport Noleen identification and we will have the opportunity to provide Noleen equipment for his bike. And Chaparral runs a first-class team that will provide Tim with all the great support he deserves to continue his terrific performance." "Tim is one of the top riders in the country, as his supercross performance for Noleen has proven," said Larry Brooks, Team Manager for Team Mazda/Chaparral Yamaha. "We know he'll do a great job for the team and Yamaha." Ferry, naturally, was pleased. "It's been great riding for Noleen this last year and a half," Ferry said. "I want to thank all the folks at Noleen for the help and enthusiasm. The equipment and support was the very best. Now I'm looking forward to working with Larry Brooks and having Steve Lamson as a teammate." Noleen has no immediate plans to replace Ferry. "We knew it would be nearly impossible to keep Tim for the 2000 season," Russell said. "After such a terrific year, Tim is definitely in the factory crosshairs. Now we'll look to next season, where we want to repeat as top privateer."

Shane Watts, the series points leader in the AMA Grand National Cross Country Series and last year's overall individual winner at the Australian International Six-Day Enduro, was forced to pull out of the Grand National Cross Country event in Brownsville, Pennsylvania, on May 23 after apparently suffering a knee injury while winning the Australian Four-Day Enduro on May 13-16. Watts retired after two miles in Brownsville and may be out for up to six months if he elects to have surgery. Watts injured the same knee in 1997.

Steve Martin (Duc) regained the lead in the Australian Superbike Championship with two race wins in round five of the series in Mallala, South Australia, on May 23. Martin topped **Adam Fergusson** (Hon), who finished second in both races, with **Shawn Giles** (Suz) and **Kevin Curtain** (Yam) splitting third-place finishes, according to *Cycle News* contributor Darryl Flack.

The Track Review Advisory Committee (TRAC) of the AMA's Superbike Series recently traveled to **New Hampshire International Speedway** to check on the progress of the course modifications that were proposed by TRAC last year. Yamaha racing manager Larry Griffis, Chaparral Suzuki's Tom Kipp and AMA road racing manager Ron Barrick visited the facility on May 12 and agreed that the completed track changes have resulted in improved run-off areas, smoother transition surfaces and a more fluid racing line for motorcycles, according to the AMA. The new track layout will be used by the Loudon Roadracing Series the weekend prior to the June 18-20 AMA Superbike National and Barrick will review the results of the event with track management in preparation for the AMA race.

Disgruntled Modenas rider **Jean-Michel Bayle** is rumored to be testing a Red Bull Yamaha at Brno in the Czech Republic this week - and he may make a midseason switch to take over the ride from 1998 British Grand Prix winner Simon Crafar, who is suffering through a lackluster season. **Daryl Beattie** had also been earmarked to test the bike as a possible replacement rider, but sources close to the team have indicated that his financial requirements were too high. Officially, a Yamaha spokesman refused to confirm or deny the rumor. "I know nothing," he said. But the unhappy Crafar, who has been unable to find his strong form from a season ago after the team switched from Dunlop to Michelin tires, had already told a television reporter at the Spanish Grand Prix that his job was in jeopardy. Bayle, who was dropped from the factory Yamaha team after one year of riding for Wayne Rainey in 1998, had rejoined Modenas for the 1999 season, but the former motocross superstar was disappointed with the performance of the Mk2 machine. He missed the Spanish GP due to "an infected insect bite" and retired early from the French GP on May 23 following a heavy crash during qualifying, blaming electrical problems. Beattie did not race last year after a poor season with Suzuki in 1997. The Australian rider, who was second in the 1994 500cc World Championship, was still suffering from head injuries sustained the previous year in a testing crash. A Modenas team member pointed out that if Bayle did test the Yamaha, he would be in breach of his contract.

Meanwhile, British rider **Jamie Whitham** will get a second outing on the three-cylinder Modenas after Texan **Mike Hale** crashed and suffered hand injuries in race-morning warmup for the French GP. Whitham, who impressed at Jerez before crashing out of the race, will race the Modenas at the Italian Grand Prix in Mugello on June 6.

Nineteen congressmen have written a letter to U.S. Transportation Secretary Rodney Slater complaining that a government agency is ignoring federal law by lobbying for **mandatory helmet laws**, according to the AMA. In the sharply worded May 17 letter, the congressmen criticized the National Highway Traffic Safety Administration (NHTSA) for continuing to lobby states to pass mandatory helmet laws despite language in the Transportation Equity Act for the 21st Century, approved last year, that bars the NHTSA from lobbying state legislatures. The congressmen asked Slater to stop further production and distribution of the NHTSA video "Without Motorcycle Helmets We All Pay The Price." They also asked that the NHTSA "cease providing opinionated testimony that urges adoption or defeat of any specific legislative proposals." The motorcycle-helmet video is a clear attempt to persuade state lawmakers to adopt mandatory helmet laws, the congressman said. Also, the NHTSA's regional administrator in February testified before a Maryland Senate committee urging lawmakers to reject a proposal to repeal Maryland's helmet law, they said.

A **promoter's practice** will be held on Thursday, June 3, at Road Atlanta in Braselton, Georgia, prior to the weekend's AMA Superbike National - the **Dunlop Big Kahuna Nationals**. In order to participate in Thursday's practice, you must be pre-entered in the Superbike class. The session is for Superbike riders only - with no exceptions - and all pre-entered riders must be on the bike they are going to ride in the Superbike race, according to race promoters. In order to ride in the Aprilia Challenge Cup practice, you must be pre-entered in the race. Only Aprilia motorcycles will be allowed on the track during this practice session. For more

Ducati goes chic

Ducati introduced its new line of motorcycle clothing in New York on May 20, highlighted by such items as a $1200 white leather Donna Karan women's jacket.

"I think that the big novelty here is that we have for the first time introduced DKNY, Donna Karan, into the fantastic world of Ducati," said Federico Minoli, Ducati's chief executive officer. "And I think that the technology and the racing that all of a sudden meets the fashion is very different and could be explosive in terms of potential and what we can do together. So I think it's very appropriate that we are here today in the heart of fashion to see for the first time the beautiful leather that Donna Karan has done for us.

"These leathers will be displayed in the new DKNY store opening on Madison Avenue," Minoli continued. "They will also be displayed in London and in Milano at the DKNY flagship store. They will also be worn by our riders and by our mechanics and by our racing teams in the circuits all over the world."

Minoli pointed out that Ducati's involvement with DKNY came about through the interests of Steven Weiss, Donna Karan's husband, who has several Ducatis and races them.

"I think the Donna Karan leather will be on the shoulder of the winning team for the entire season."

The event was held at Ducati Manhattan, the company's first North American showroom.

PHOTO BY HENRY RAY ABRAMS

(Above) Ducati CEO Federico Minoli speaks before members of the press in Manhattan. (Right) A Donna Karan of New York model shows off the new $1200 DKNY Ducati leather jacket.

information, call Cameron Gray at 303/377-3278.

The top-speed numbers turned in by *Cycle News* and other magazine test staff on the Suzuki GSX1300R Hayabusa have been backed up during a Southern California Timing Association meeting at El Mirage Dry Lake. **Mike Burns** made a run of 179 mph in poor conditions on his new (and stock) Hayabusa. Henry Louie of Del Amo Motorsports is readying a 1300 for Bonneville's Production class, and he won't be alone in preparing for a shot at making the Suzuki the world's first 200-mph production bike.

The **June 6** round of the **AMA Western Four-Stroke Motocross National Series** in Lakewood, Colorado, has been **rescheduled** to September 26. For more information, call 503/708/8486 or 503/699-5953.

The first 40 invitations to the **Summercross** supercross have been delivered, according to the race promoters. The first to sign up for the July 10 race was the FMF team of Danny Smith and Brock Sellards and Team Plant Honda's Ryan Huffman and Jean-Sebastien Roy. Jeremy McGrath has already committed to competing in the race, scheduled to be held in the Los Angeles Coliseum. Those riders who did not receive an invitation can request one by calling 818/997-1859.

The **AMA Will Stoner Swap Meet** will be held June 12-13 at the historic Gunstock Recreation Area in Guilford, New Hampshire - the site of the original Laconia motorcycle races that date back to the 1920s. For more information, call 440/543-5034.

A **benefit auction** will be held for **Todd Henning** and his family in the paddock of New Hampshire International Speedway on June 19, during the AMA Superbike National weekend. Henning was seriously injured in a crash at Sears Point Raceway in Sonoma, California. Donations can be delivered to Jerry Wood in garage one at NHIS. For more information, call Wood at 207/567-4250.

Scott Summers is recuperating well from the April 6 practice crash that left him with a broken left femur and a cracked hip-joint cup, according to his manager, Fred Bramblett. A visit last week with his orthopedic surgeon revealed that the femur is healing properly and that he is on schedule. Summers hopes to return to action at the June 19-20 National Reliability Enduro at Loretta Lynn's Ranch in Tennessee in order to defend his 500cc National title.

Off-road racer **Frank Keegan** has signed with KTM to campaign the Grand National Cross Country Series.

The **GFI/FMF Memorial Day Extravaganza** will be held once again at Perris Raceway in Perris, California, with festivities including a team race and the FMF barbecue. For more information, call GFI at 909/341-8002.

A motorcycle ride to fight AIDS - **Pride Ride** - will be held on June 6, with the route taking motorcyclists through San Francisco, California, to the Eagle Tavern for a beverage benefit and cycle party. For more information, call 415/674-4700.

Among those recently tested for drugs by the FIM were World Superbike Champion **Carl Fogarty** and his Ducati teammate **Troy Corser** and Castrol Honda's **Aaron Slight**. Those three were also tested for alcohol, and the three passed on both counts. Also tested and passing the FIM tests were motocrossers **Mike Brown** and **Jeff Dement**.

American Supercamp, a dirt track school that uses Honda XR100s, has recently released its 1999 calendar. The schools kick off with a two-day session in Springfield, Illinois, May 28-29, and winds up its seven-session season December 2-4 and 5-6 in San Jose, California. For more information, call 970/669-4322.

According to AHRMA, **H&H KTM** has signed on as the title sponsor of the new National GP/Hare Scrambles Series. The next round is scheduled for August 29 at Honda Hills in Thornville, Ohio. For more information, call 814/778-2291.

Tickets have gone on sale for the **World Superbike Series** round at **Laguna Seca Raceway** in Monterey, California, scheduled for July 9-11. Ticket prices range from $15 to $200, with children under 12 admitted for free with a paying adult. Tickets are available by calling the Laguna Seca Raceway ticket office at 800/327-SECA and they can also be purchased online through Laguna's web site at www.laguna-seca.com/99tickets.htm.

GP Motorcycles in San Diego, California, is now an official Aprilia motorcycle and scooter dealer. GP Motorcycles also sells Ducati, Moto Guzzi, Laverda, MuZ and Husqvarna motorcycles. For more information, call 619/233-4762.

Filmmaker **Peter Starr** is scheduled to be featured on an edition of "American Thunder" on Speedvision. Starr will cohost the show and will help test four cruisers and hot-rod bikes. Check your local listings.

The **1982 Honda NS750** is just one of nearly 100 motorcycles that will be on display at the Motorcycle Hall of Fame Museum's new exhibit, "75 Years of Excitement" - scheduled to open on July 9. The NS750 was ridden by Mike Kidd and is owned by Al Bergstrom. The bike is the predecessor to the highly successful RS750.

PACE Motor Sports currently has several positions open for the 2000 supercross season, including event staff workers and CDL-licensed tractor-trailer drivers. Resumes can be sent to Todd Jendro at PACE, 495 N. Commons Dr., Aurora, IL 60504.

According to a press release issued by the company, the **Excelsior-Henderson Motorcycle Manufacturing Company** has reported a net loss of $7,769,172 for the first quarter of 1999, or $.58 a share, compared to a net loss of $3,604,745, or $.28 per share, for the first quarter of 1998. "We now look forward to the balance of 1999, during which we transition from a 'development stage' company to an operating company," stated the cofounders of the company, Dan, Dave and Jessie Hanlon. "Production is increasing on a planned, steady pace and the motorcycle is being well-received by the motorcycle community, and we are happy to welcome our new customers to the Excelsior-Henderson family." The company hit the $1.9 million mark in first-quarter sales for 1999.

Darrell A. Triber, 67, was killed when he lost control of his motorcycle during the Mike Marshall Memorial races on April 18 in Okanogan, Washington. Triber operated Triber's Cycle in Spokane, Washington, and ran Triber's Stateline Speedway from 1972 to 1993, a track where many Northwest racers got their start.

Chris Agajanian Presents has announced the availability of tickets for a limited number of exclusive VIP luxury suites for the inaugural running of the Dallas Mile at Lone Star Park in Grand Prairie, Texas, on September 11. The suites offer prime viewing for the race and include private cocktail bars, elegant dining and beverage menus, outdoor balconies, couch and chair areas, and television monitors. In addition, Agajanian Presents has also made luxury-skybox and private-suite tickets available for the season-finale Del Mar Mile at the Del Mar Fairgrounds in Del Mar, California, on October 11. The Del Mar skyboxes can accommodate groups numbering between 100 and 500 persons, and the suites can handle groups of 25 to 50 persons. For more information, contact Don Henry at Agajanian Presents at 310/547-9898.

In what is being billed as the largest international motorcycle festival ever staged, event organizers are planning on transforming the Nevada desert into a giant theme park/world's fair for motorcycle enthusiasts and spectators. The **Las Vegas International Bike Festival and Expo 2000** is scheduled to run October 3-8, 2000.

RESIGNED: Debbie Sheldon, as the sports coordinator for the AMA. Sheldon has been a member of the AMA staff for 12 years.

OPENED: Pettersson Pro Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.ppsracing.com.

OPENED: Reynold Racing's home page on the World Wide Web. The site can be found at the following address: http://www.reynoldracing.com.

BORN: Laura Leigh Dunham, to Bridgestone motorcycle-tire engineer Warren Dunham and his wife, Robin Askins, who works for No Fear, on May 13 in Nashville, Tennessee.

AUTOGRAPH SIGNING: At Atlantic Cycle & Power in White Plains, Maryland, on June 18 from 6 to 7 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 301/870-7173.

APPOINTED: George Bruggenthies, as the new general manager and chief operating officer of Road America, effective June 1. Bruggenthies, 50, will succeed Jim Haynes, who became the Wisconsin track's general manager in 1988 and its president in 1989. Haynes will remain president through the end of the year and will continue to serve in an advisory role for the next three years. CN

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Voices

LETTERS TO THE EDITOR

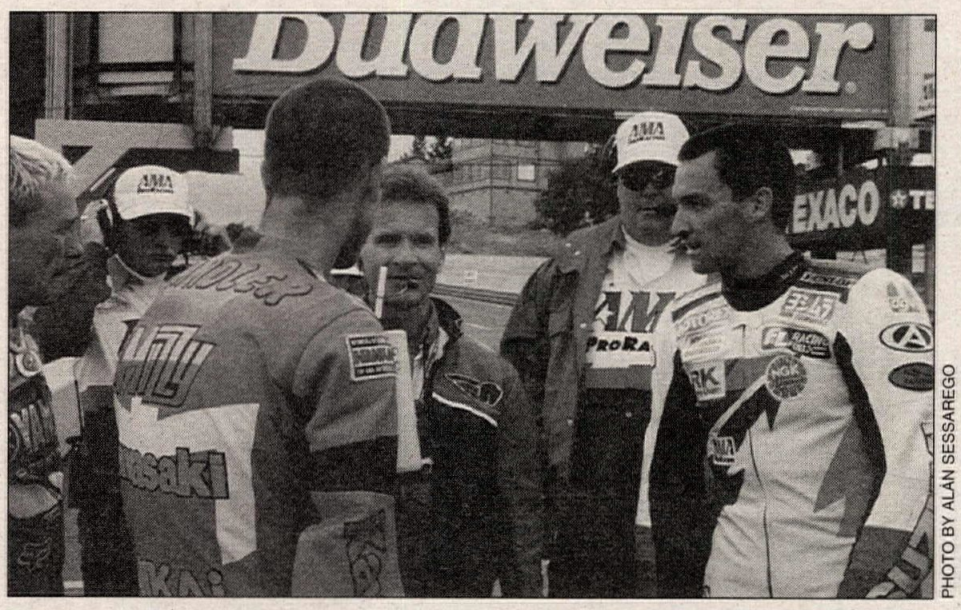

PHOTO BY ALAN SESSAREGO

Mat Mladin (right) and Doug Chandler (left) discuss the restart of the AMA Superbike National at Laguna Seca with AMA road racing manager Ron Barrick (center).

Mladin and the AMA

I just finished reading about the fine that the AMA has placed on Mat Mladin, and I want to express that I feel they aren't justified in their actions. As a former racer, I am familiar with the rules of road racing. I understand the AMA wants to put on a good show for the spectators, but when a National race is red-flagged with seven laps to go, restarting it makes no sense.

These are professional racers, not amateurs running in sprint races. The AMA needs to wake up and realize it needs to make the sport more marketable - they shouldn't be scolding their star riders any time they disagree with the AMA. This kind of attention doesn't portray the sport as being very professional.

Why doesn't the AMA worry more about the safety of some of the race tracks on which they run, and paying more prize money to their riders?

John Jurkiewicz
jjurkiewicz@home.com

Crossover winners II

I just read the letter titled "Crossover Winners." Your reply was correct in that there are four Grand Slam winners. It should be noted, however, that Kenny Roberts completed the Grand Slam twice - once in a single season.

Dan Henry
Encinitas, CA

Jeremy TV

Imagine my excitement when I heard a commercial stating that Jeremy McGrath will be appearing on the "Late Late Show" with Craig Kilborn. I have waited forever to see someone from the sport of motocross/supercross on big-time network television. Then Jeremy comes out and is making me proud to be a motocrosser. He is very professional and looks comfortable.

Then my pride turns to horror when MC breaks out the moto sound effects. In actuality, it was very funny to see Jeremy not excel at something. A least he has the summer off to practice. Hopefully, we'll see him on Leno or Letterman next. Good job, Jeremy.

Mark Sanders
Asheboro, NC

All heroes

Let me start by thanking Bill Spencer for attributing much of the hard work that went into promoting the West Coast Indoor Short Track at the Cow Palace to me. But I'd like to give credit where credit is due.

The success of the Cow Palace race can be attributed to a very special group of people. Of course, Ray and I were involved, but this race could not have happened without the support and efforts of Rod Lake. Also integral to the planning of the event were Dante D'Ambruoso, Tom Levi and Eddie Mulder.

We were honored to see so many of our heroes on the track, but we can't forget the heroes behind the scenes - all of those who tirelessly worked an 18-hour day to make sure that the event went smoothly. They are far too many to list here, but they all deserve our respect, admiration, appreciation and thanks.

I feel very lucky to have met and worked with so many of these wonderful people - and even luckier that I am part of such a caring and selfless dirt track community. The race was truly a collective effort and success was achieved by all of us.

Rochelle Abrams
San Carlos, CA

Thanks from the Laytons

To all the wonderful people who knew and loved Brandon Layton, we thank you from the bottom of our hearts for all your prayers, cards and flowers, donations, time and effort for organizing the events that took place in Brandon's memory.

We also would like to thank all of his sponsors who supported and believed in him throughout his career.

During such a difficult time, it's comforting to know so many people loved Brandon. We truly feel blessed.

Laurie and Allen Layton
Palm Springs, CA

In defense of Jeremy

This letter is in response to Carla Wagner's letter (Issue #18, May 12) regarding Jeremy McGrath. Jeremy McGrath just thinks he's Jeremy. Now that he's old enough, he can choose when to race or when not to race. You see, when riders are young they just want to ride, ride, ride, but the older a person gets, the more outside interests they develop.

I know because I'm 44 years old and when I was young, riding was all I thought about. But the older I got, the more interests I developed. Now I ride in the winter and go to the river in the summer - it's just another interest.

Besides, I'm tickled pink that McGrath rides at all. He's set so many records that I highly doubt that anyone in any lifetime can duplicate what he's done. Jeremy's just a motorcycle racer, so let him be himself, because when he rides, he's making history, and you I will never witness this again.

Kenny Zahrt
Los Angeles, CA

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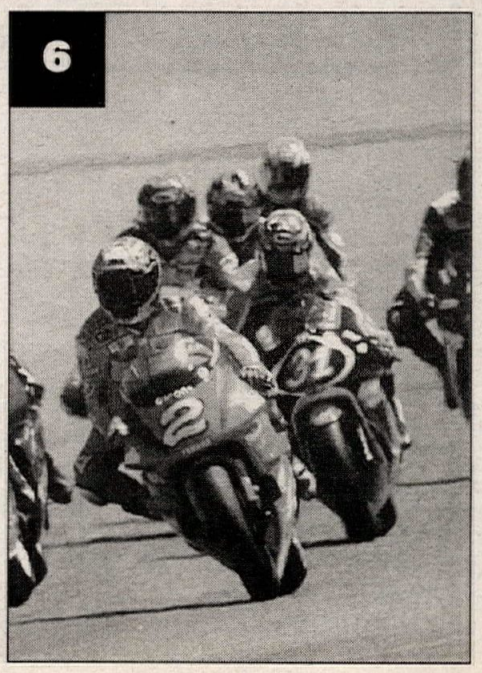
ON THE FRONT COVER

Alex Criville (3) leads Kenny Roberts Jr. (10) during their battle in the French 500cc Grand Prix. Roberts crashed and Criville won. Photo by Gold & Goose. Inset: Mick Doohan on the day he was released from the hospital. Photo by Paul Carruthers.



No Knievel fan

After watching Robbie Knievel's jump across the Grand Canyon on Fox, I had to write. Not only was the jump pathetic, but his sportsmanship after he crashed was anything but professional. If you watched closely, "Captain" Knievel yelled at the EMTs who were trying to help, then said, "Let's get away from these idiots." I bet they were thinking the same thing about you, Robbie.

I am a Pro motocrosser and I am sure I speak for all the supercross and motocross Pros out there when I say that the Grand Canyon jump and any other jumps that Robbie has done before are jokes. Money and his father's name are the only reasons that Robbie is famous.

Oh, another thing, Robbie: Try standing up - it might just help. I'm sorry, but I know that crash would not have happened if he had been standing up instead of sitting down. I'm sure many people weren't impressed with Robbie's jump or his attitude that day - I sure wasn't. So if he wants to turn heads, he should try a jump with Seth Enslow.

Dustin Evans
Victorville, CA

Speedvision rules

Thank you, Speedvision. I want to personally thank the Speedvision network for finally bringing motorcycle racing to the television like it was meant to be. I have watched racing on TV since the '70s, when I trudged through the snow to watch the U.S. GP from Carlsbad in January at a friend's house - even though it was six months earlier and we knew that Gerritt had spanked them again. Talk about a tape delay.

Then, in the late '80s, we gathered around to watch Flyin' Fred beat the world in World Superbike racing. Lately, however, it's like playing program roulette with espn2. You never really know whether you'll get racing or women's Bohemian soccer from Yugoslavia. Trying to guess when MotoWorld is going to be on has made me abandon the show.

Now along comes Speedvision and broadcasts that are shown when scheduled and that are scheduled consistently. They are also broadcasts that feature commentators who have a clue (this does not apply to David Bailey, who just happens to be stuck on the roulette-wheel network).

Watching Kenny Roberts win his first race and Mick Doohan come up alongside and be the first to congratulate him was a great moment in motorsports history. I got to watch it that evening - wow! We sure have come along way, haven't we?

Now if we can just get Bailey off the programming roulette-wheel network.

Alex Rossborough
Cleveland, OH

Amazing?

After reading the report from the Glen Helen MX National, I'm amazed - and I bet I'm not alone. How do Jeff Emig, Ryan Hughes, Jimmy Button, Greg Albertyn, Robbie Reynard and Larry Ward face their fans, or their bosses, for that matter?

I didn't go to the race, so my opinions are based on what I've read. I can't believe what I read.

Button: "I got a great start, but settled into a little too slow a pace."

Settled? *Settled?* What happened to charging the whole race, Jimmy?

Emig: "Hughes was pushing me pretty hard (this in itself brings a chuckle), so I was trying to protect the inside."

Protect? *Protect?* How old is the race at this point? Two laps into the race and Jeff is riding defensive?

Emig again: "The pace was fast, I rode hard, but did not flow."

Jeff, you have been full of these excuses since the start of the supercross season. "I did not flow." What do you think you are - lava?

These riders all had their reasons - crashes, bad starts, no brakes, not flowing, etc. Getting a bad start blew your chances? Of course, just ask Tortelli.

I'm not lumping all the factory or nonfactory riders into this category - LaRocco, McGrath and Lusk still show that they want to win.

Phillip Alamangos
Rancho Santa Margarita, CA

Better purses

I'm an avid road racing fan who just enjoyed seeing some of the finest in the sport at Willow Springs, Sears Point and Laguna Seca. I even rode to Sacramento for Sportbike Night at In Cahoots, since I knew that most of the AMA regulars would be there between the Sears Point and Laguna Seca rounds of the AMA Superbike Series.

What I noticed is that almost every front-running road racer is riding hurt. They limp from the paddock to their bikes, then they limp back after the race. With that in mind, does anyone know how much Anthony Gobert earned for his victory at the Laguna Seca National? Try a disgusting $1200. Second place paid $800 and Doug Chandler banked $500 for third place in the Superbike National. Five hundred dollars! I paid that much for my motel space in Monterey that same weekend to watch the races.

PHOTO BY BETH LAROCK

Frenchwoman Stefy Bau is a top-ranked woman motocrosser who competes in the WML/AMA Series.

Golfers play tournaments for three-quarters of a million dollars, and the only injuries they are exposed to is gout and arthritis. Bass-fishing tournaments pay more than the victors receive at an AMA National road race.

As a multi-decade member of the AMA, it sickens me to see these brave athletes risk their well-being for peanuts while the AMA fritters our dues money on defending themselves against million-dollar lawsuits (unsuccessfully) and suing Southern police agencies for unlawful searches. How about the AMA spending some of the dues paid by its quarter of a million members to supplement the piss purses the track promoters pay? Either that, or maybe the racers should remove their "AMA Pro" stickers from their bikes. The AMA is anything but "Pro."

Rene LaPrevotte
Novato, CA

Although the purses don't come close to golf and, perhaps, bass fishing, you have the wrong information on what was paid at Laguna Seca. Gobert won $7000, Mladin took home $5000 and Chandler earned $3500... Editor

Women kudos

I would like to thank *Cycle News* for the full-page story on the Ladies International Cup. Even though women's racing doesn't seem to get the attention that men's racing receives, the numbers for female competitors is growing. It was great to see a complete article within the pages of your magazine.

I am a 42-year-old female competitor and I have been involved with motocross for the last six years. The WML/AMA put on an excellent event here in Colorado and I was able to compete with other women my age in the Vet class (and I won!). I hope that more women will experience the fun and challenge of racing and will be a part of the growing network of women in the sport. Hats off to *Cycle News* and Greg Corns, who wrote the article.

Dawn Winczewski
dlw@amigo.net

More Tyler, more Tyler

I'm disappointed in the amount of exposure you give to the hometown guys in supercross. I'm mainly referring to your coverage of the 125cc main event in Las Vegas. Tyler Evans, from my hometown of Salinas, California, was all over those other well-known riders in the main event, and when was his name finally mentioned in the story? At the very end.

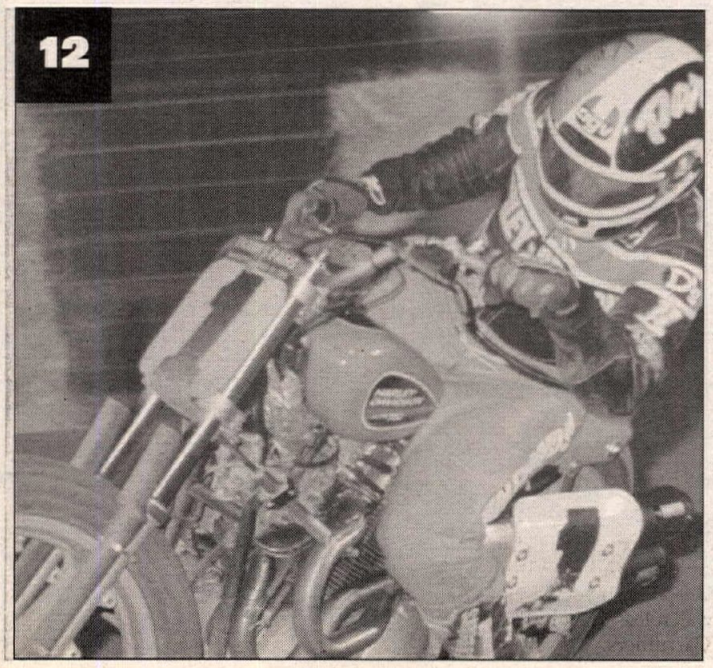
You spend most of the story talking about Pingree and Wey. Where were they in the main? Oh, yeah, fifth and third. This is why supercross is becoming such an "elite riders only" sport. If your name isn't well-known to the public, then the sponsors won't even give you the time of day because TV and the press don't acknowledge you.

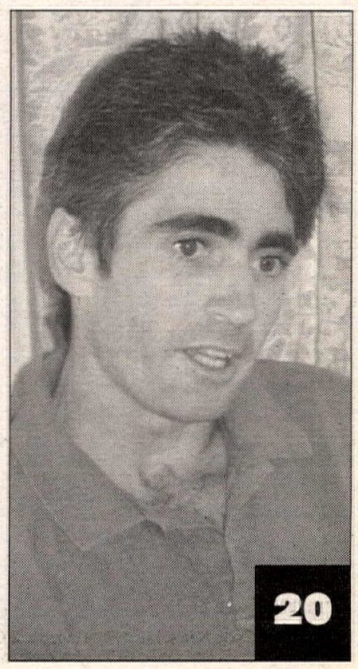
This needs to change if the sport is to grow and claim the advertising dollars of bigger outside sponsors and bring in more riders. The millions of privateers and local riders are the ones who support this sport anyway. It's time they got their share of the spotlight, especially if they finish on the podium like Evans did.

Jim Blinkenberg
Salinas, CA

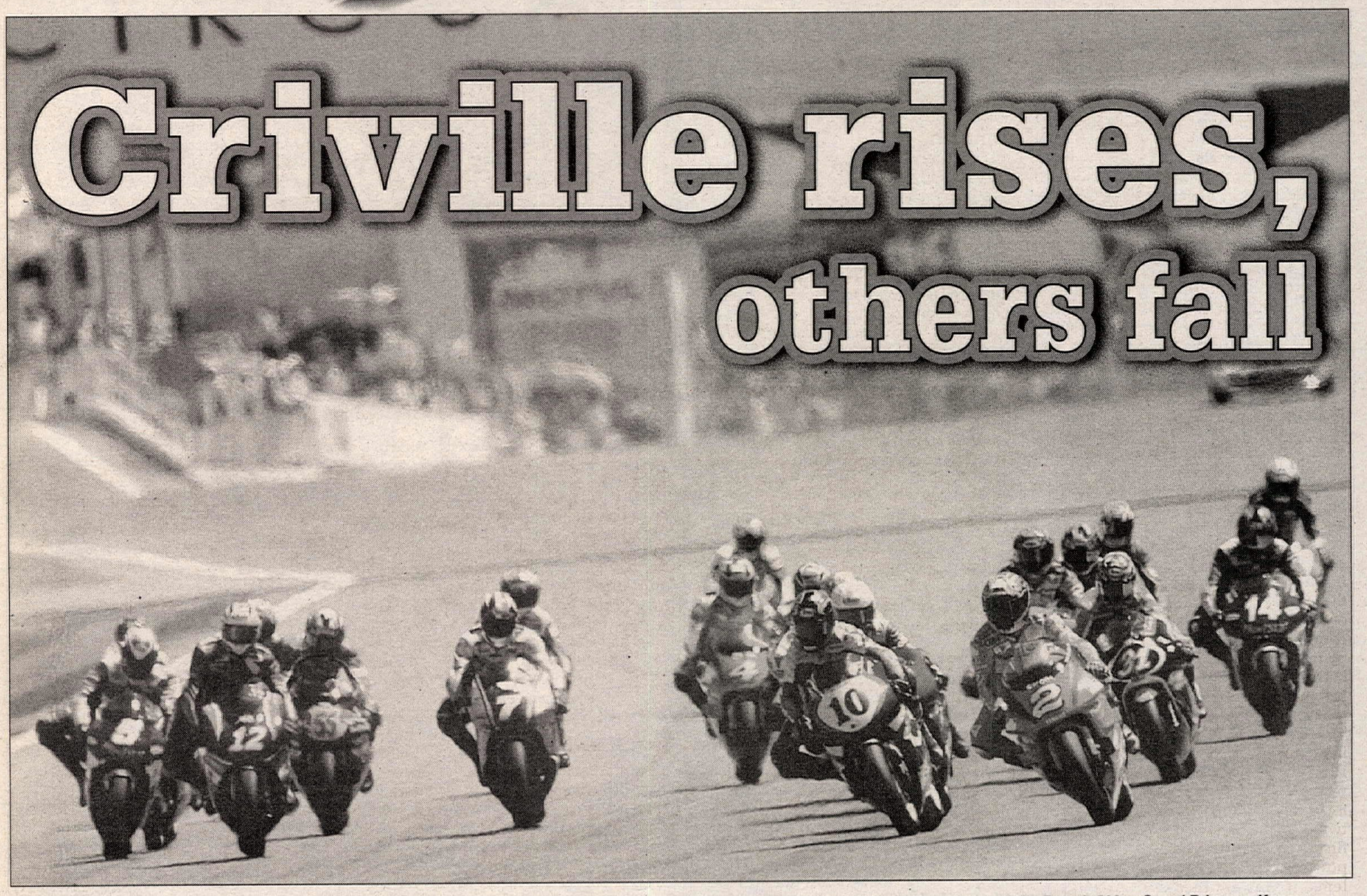
Unfortunately, our reporter couldn't find Tyler after the race, so he didn't get the publicity he deserved... Editor

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.



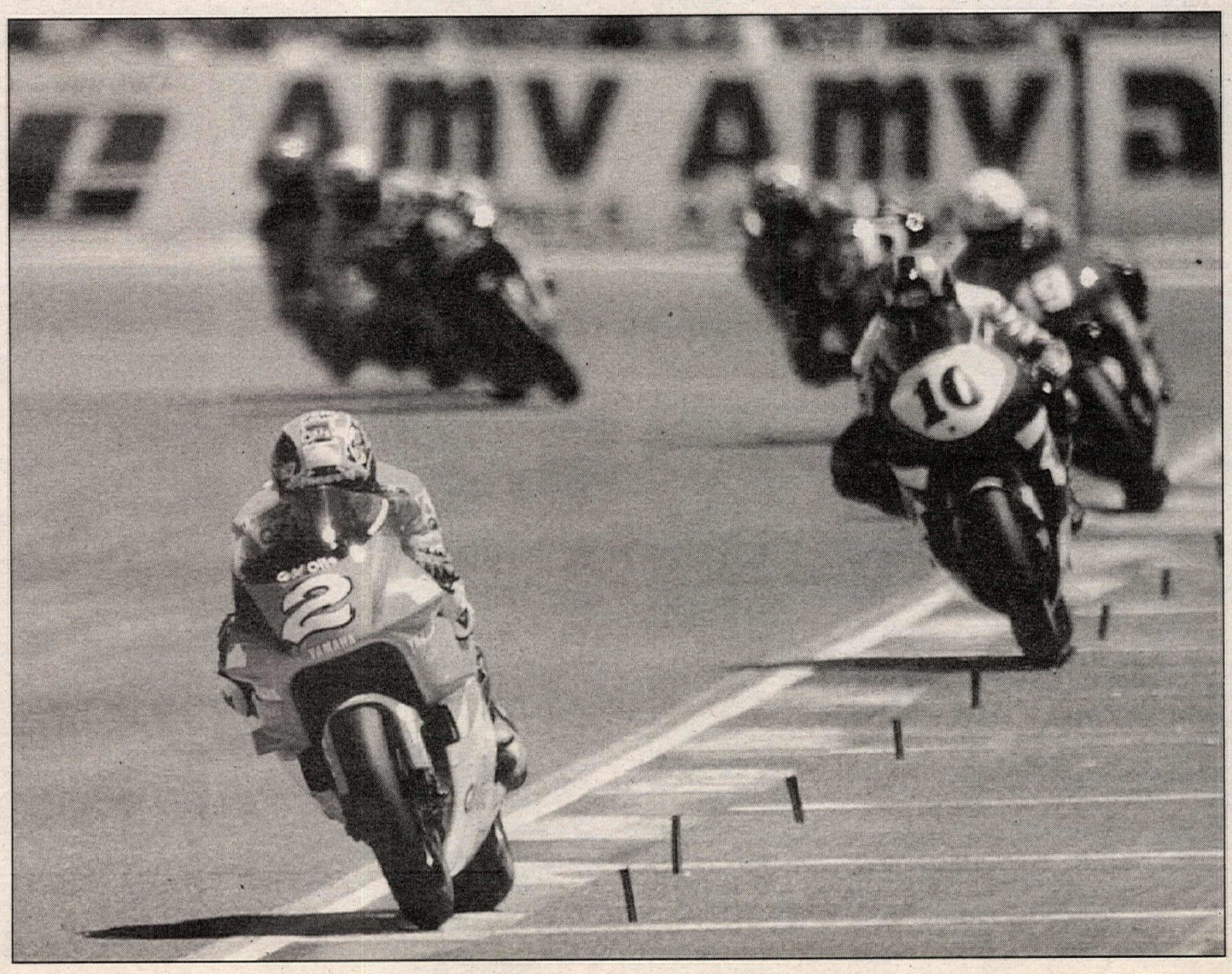


Criville rises, others fall



By Michael Scott
Photos by Gold & Goose

(Above) Max Biaggi (2) is about to flick it right into turn one at the Paul Ricard Circuit to lead the French 500cc Grand Prix over Kenny Roberts Jr. (10) and the rest of the pack.
(Below) Biaggi jumped out to an immediate lead before crashing out of the race on the third lap.



LE CASTELLET, FRANCE, MAY 23

In the absence of the king, prince Alex Criville on his Repsol Honda claimed his second successive race win in the French Grand Prix today by a comfortable 11-second margin over John Kocinski's Kanemoto Honda. In doing so, Criville extended his title lead to 26 points.

But the injured five-time World Champion Mick Doohan was not the only significant absentee from the results. Criville's race was made even easier when Max Biaggi crashed his Marlboro Yamaha out of the lead on the third of 31 laps of the sun-soaked Paul Ricard circuit in the South of France, and then the next leader, Kenny Roberts Jr., crashed his Suzuki with six laps remaining, after succumbing to Criville's attack three laps before.

"When I saw how much of a lead I had, I thought: 'You can tell that Mick is not racing today,'" said Criville afterward. That pretty much said it all.

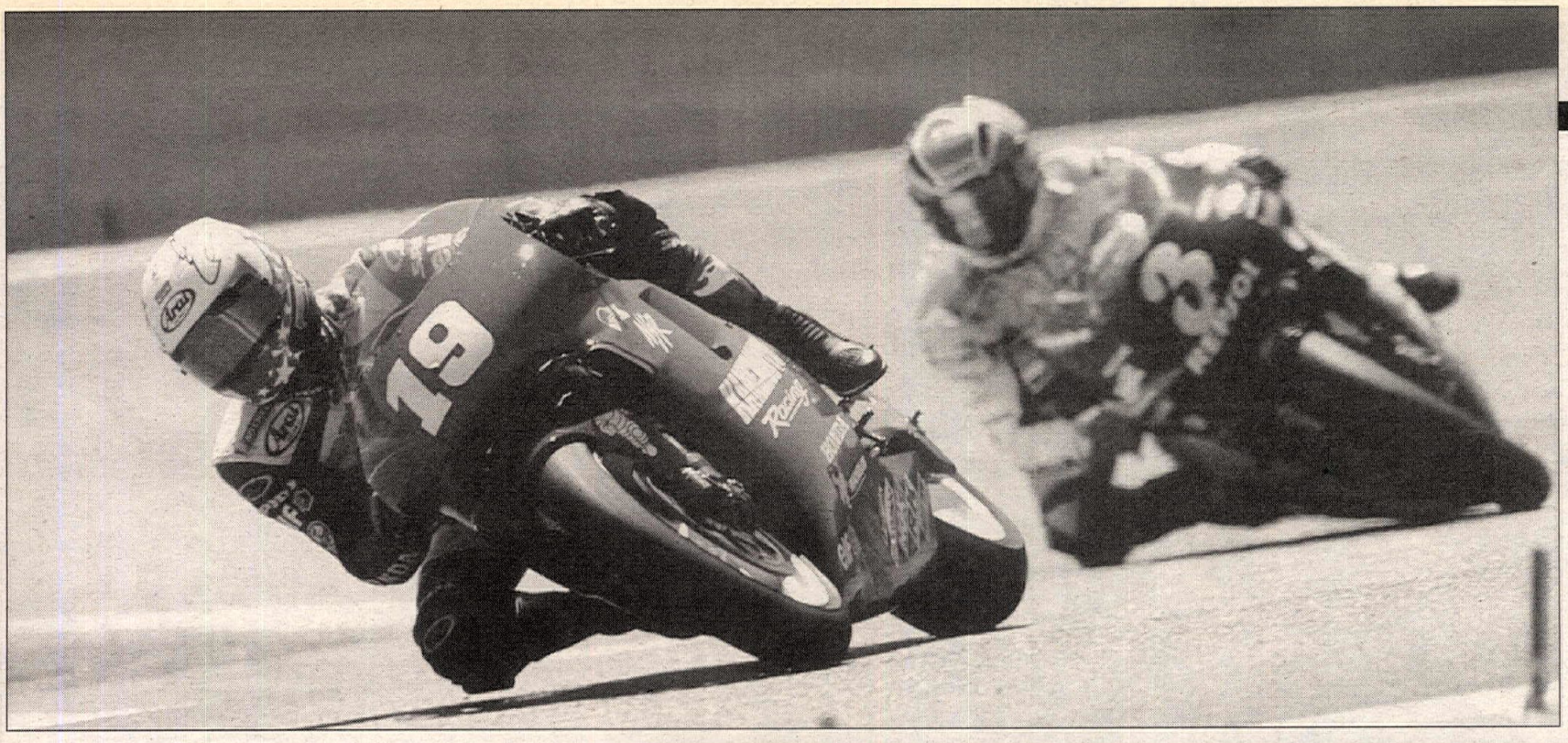
Roberts' comment was just as telling. Overcome by the Honda's superior straight-line speed, he blamed "a stupid mistake" for his costly crash - a spectacular high-sider in the final corner from which he was lucky to walk away unhurt. He'd stayed on Criville's rear wheel, hoping for an opportunity in the closing stages.

"I was pushing the front all the time, and this time I just pushed it a bit too hard," he said.

Earning the lap record was small consolation for Roberts.

Biaggi's crash was faster and more costly.

"Everything was perfect; then I lost the rear wheel," he said.



(Left) John Kocinski (19) tries to hold off Alex Criville's (3) charge to the front. Kocinski was unsuccessful, though he was able to end up second in the race - his best finish of the season.

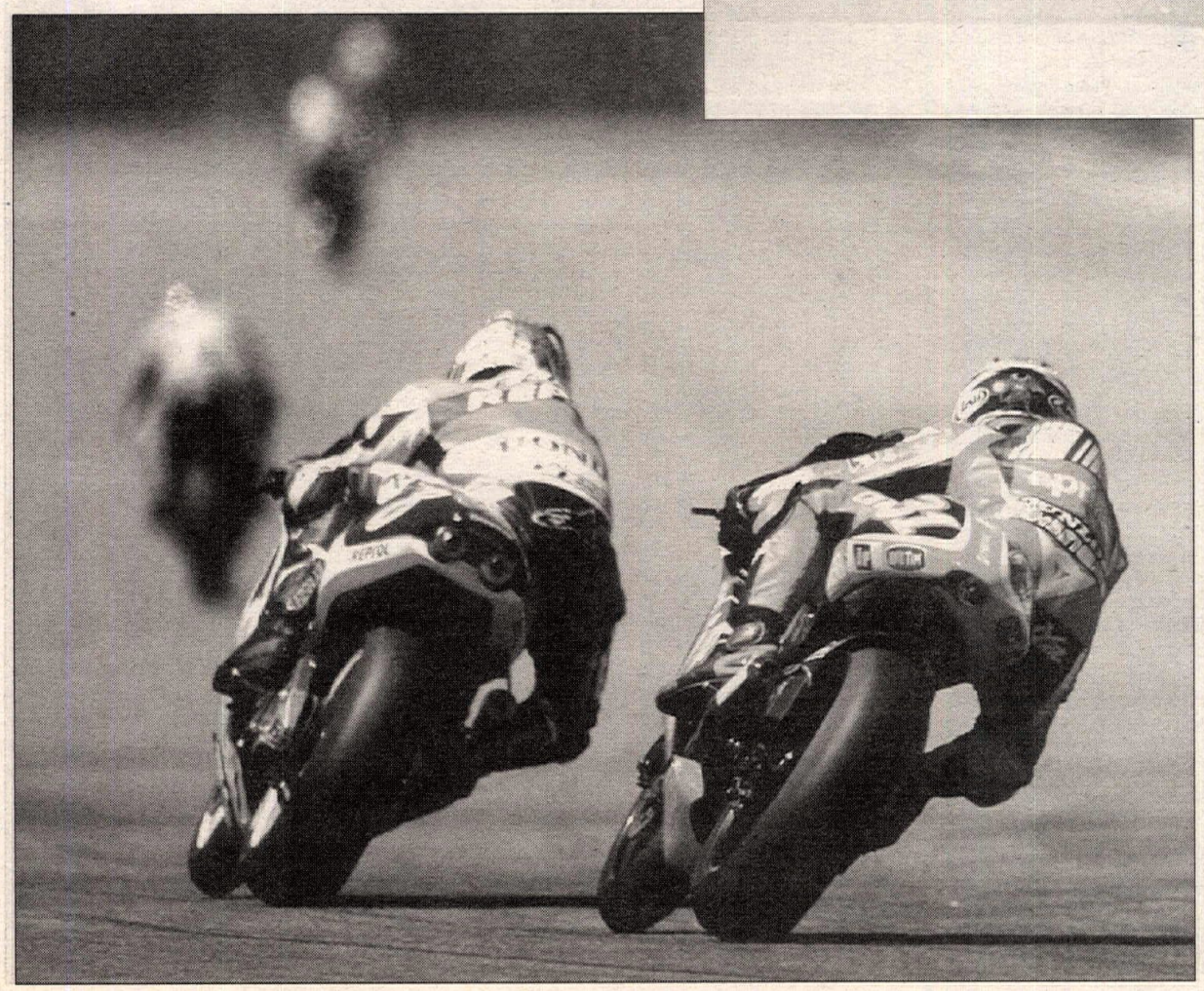
The outer two fingers of his left hand were dislocated, and he was taken to hospital for surgery to relocate the troublesome little finger.

There were a number of other crashes at the notorious circuit, and only 14 finishers. With just two left-handers on the lap, that side of the tire runs dangerously cool. Today Criville used dual-compound Michelin tires: hard compound in the middle, soft shoulders on both sides. It was the second time a race has been won with mixed rubber, with the first coming at Mugello last year.

The battle for third was furious, giving a surprise rostrum spot to Tetsuya Harada's V-twin Aprilia, at a track where the long straights are supposed to favor the V-fours. It was the lightweight twin's second rostrum finish, and their first in dry weather. But with the more-powerful V-fours suffering tire problems, it was another twin in a close fourth, with Repsol Honda's Sete Gibernau edging out slow starter Carlos Checa and his Marlboro Yamaha and Antena 3 Yamaha's Norick Abe.

Earlier, Shell Advance Honda's Tohru Ukawa claimed his first-ever GP win and extended his points lead after a rather processional 250cc GP came alive on the final lap, the rostrum candidates shuffling positions as crashes and breakdowns took control.

(Right) Kenny Roberts crashed late in the race while trying to keep pace with Criville. He was fortunate not to injure himself.



(Left) Tetsuya Harada gives chase to Tadayuki Okada en route to finishing an eventual third on the V-twin Aprilia.

Valentino Rossi lost a clear lead of about four seconds when his factory Aprilia stopped at the end of the start-finish straight. He was racing his spare bike after trouble on the warmup lap, but the problem was the drive chain, which had jumped the sprockets. Second Aprilia rider Marcellino Lucchi had a similar problem, but he managed to put it back on to finish 15th to save one point.

Jeremy McWilliams then threw away second place, having fended off a challenge from Shinya Nakano's Chesterfield Yamaha, only to crash at one of the track's notorious pair of left-handers.

Then Fila Honda's Stefano Perugini managed to prevail in what was the best dice of the race, claiming the last rostrum spot from Franco Battaini, Ralf Waldmann and impressive privateer Jay Vincent, the group crossing the line within a second. Later, Battaini was penalized for overtaking under a yellow flag and lost two places.

The first race of the day brought a first-ever win for longtime 125cc star Roberto Locatelli - a runaway from a

(Left) Carlos Checa (4) tries to hold off Sete Gibernau (15) in their battle for what would eventually be fourth place. (Above) Alex Criville celebrates his second successive GP victory of the season.

fierce battle for second, won in a last-corners scramble by Frenchman Arnaud Vincent from Emilio Alzamora, Masao Azuma, Noboru Ueda and Marco Melandri.

500cc GRAND PRIX

Biaggi seized the lead in the first corner, leaving the slipstream believers to watch his red seat pull away with serious intent as they sorted themselves out through the first tight corners. Meanwhile, three V-twin riders at the back - Michael Rutter, Jose Cardoso and Marcus Ober - had collided in a heap at the back of the muddle into turn one.

Roberts was on Biaggi's tail. Then came Kocinski and Harada's remarkable Aprilia, with Criville only fifth.

Roberts was closing on Biaggi when the latter crashed, and pulling away from Kocinski, with Criville getting into third on lap three with a second to make up on the American.

"They were setting a fast pace," Criville said. "I thought it would be a long race, so I decided to try to make up time slowly rather than risk everything in the early laps."

He passed Kocinski on the back straight on the seventh lap, with Roberts now leading by just over three seconds, and the gap actually stretched to more than four by lap nine. Then Criville started chipping away at it, steadily gaining a tenth or two every lap until it was less than two seconds on lap 17. Then he started to close up quickly, and a dull race became exciting.

His first attack came on the 20th lap, into the fast double rights, but Roberts immediately repassed him. The next time around, Criville powered past on the Mistral Straight, and now it was Roberts' turn to chase. He held on valiantly, waiting for a mistake or a last-lap opportunity. But he was having to push too hard, he later admitted, to make up for a top-speed deficit of three or more mph, and as he rounded the tight right-hander at the end of lap 24, he pushed too hard. The front slid, the bike went down and then suddenly gripped again, tossing the American high in the air.

Criville was now miles ahead of Kocinski, who in turn was comfortably clear of Abe. But trouble was coming from behind for the Japanese rider, who had earlier passed both Harada's twin and Okada's V-four Honda. Okada's tire then started chunking and he dropped away to an eventual ninth. But Harada was speeding up again, and at the same time Checa was leading a four-bike group that he had eventually managed to get ahead of after a dreadful start. As he forged ahead, Gibernau came with him, while Regis Laconi and Juan Borja lost touch, engaged in their own battle.

The other three were together with 10 laps to go and closed steadily on Abe, with Harada leading the attack to overtake him on lap 26. Checa and Gibernau followed soon after. Harada just managed to hold them off, but Gibernau used his Honda's agility to bamboozle Checa in the last corners.

"I was surprised by the flag," Gibernau said later. "I thought there was one more lap, and I was planning a move on Harada as well."

Abe hung on to sixth, while Borja waited until the last lap before putting a successful pass on Laconi to steal seventh.

Okada was another five seconds back in ninth, with Alex Barros and his MoviStar Honda 10th after a lackluster afternoon. He was still more than 30 seconds ahead of Simon Crafar, with the Kiwi still unable to come to terms with his new Michelin tires. Sebastien Gimbert was 10 seconds back, best of the V-twins, with Haruchika Aoki three seconds behind him. Ober remounted to put his Dee Cee Honda 14th, one lap adrift and the last finisher.

It was a bad afternoon for the MuZ pair, in with their best chance yet. Luca Cadalora was seventh on lap three and attacking Okada when he survived a huge near-high-sider.

Biaggi's first on a Yamaha

Max Biaggi's first pole position on a Yamaha was hard-fought, and narrowly won, in an all-action final session that was already lively when Yukio Kagayama crashed his Suzuki on the exit from the final corner and the session was red-flagged with 11 minutes remaining. Biaggi was already leading by that point, having taken over from John Kocinski, who had taken over from Kenny Roberts Jr., who had taken over from Alex Criville.

For the Italian, it was a significant moment, signifying something of a breakthrough as he works to adapt the Yamaha to his style, and vice versa.

"The Yamaha was not so good last year, so we don't have good base settings to use," Biaggi said. "We have to start again at each track - but talking with my pit crew last night, we were able to find some ideas that worked better. It's not perfect, but every rider has some weak points at every track."

His was certainly not speed, the Yamaha flying down the Mistral straight just a shade short of 200 mph (at 197.9 mph, to be precise). Thus the performance of second-placed Roberts on the Suzuki was even more impressive. At best, he'd run 187.55 mph earlier; then his motor sucked up some dirt in the closing stages, losing him 800 rpm and some 10 mph. And it was then that he set his best lap, only.017 of a second slower than Biaggi.

He did it with an impressive feat of daring.

"I figured that the fast corner at the end of the straight wasn't taken much slower, though you usually brake into it," Roberts said. "So I didn't brake - just knocked it back to fourth and pitched it in, figuring it'd scrub off enough speed."

The tactic worked: Even though section times showed he'd lost almost three-tenths over that part of the track, he made it all up elsewhere.

"It proves how strong the bike is - the chassis and the tires - that I could do that," he said.

Kocinski ended up third, but far from happy. Quite apart from the unsponsored team's precarious financial situation, he was not satisfied with the machine setup.

"We're working really hard, but we could do with some upgraded parts from HRC," Kocinski said. "But we're just a private team, and if they gave us stuff, we'd be beating their factory bikes."

Carlos Checa was fourth, having been second to Biaggi at one point, but spoiling his chances of staying there by sliding off in the closing stages. All the same, it was a big improvement compared with his dismal showing at the last race.

"It is because we have been able to make the bike more comfortable for my style here, and when I am comfortable I can ride harder," he said.

The whole front row was covered by just three-hundredths of a second, with the first 12 within one second of pole.

Last year's and last week's winner, Alex Criville, was left to lead row two, his session spoiled in the early stages by electrical problems for one of his bikes, and his bid to get up front at the end spoiled when he ran up against a slower rider. He was certainly in touch, given the lap times. Likewise for the other second-row men, promising an exciting funnel into the first corner.

There were some surprising inhabitants of that rank. Luca Cadalora put the ever-improving MuZ next, half a second off pole and praising the development.

"It's fast and the throttle response is much better - except for the first opening of the throttle," he said.

Even more surprising at a track with a long straight was Tetsuya Harada's V-twin Aprilia in seventh. The lightweight had even been fastest on the first day of practice - the first time a V-twin had managed this feat since Tadayuki Okada in the Honda V-twin's debut in 1996 in Malaysia - though he admitted it was after getting a good tow down the Mistral from Criville.

"This isn't a V-twin track, so it feels good to be faster than a lot of V-fours," he said.

The last man on row two was Tadayuki Okada; the first on row three was Jurgen van den Goorbergh on the second MuZ, in spite of suffering badly from the flu. Norick Abe was next, followed by Jean-Michel Bayle on the Modenas after surviving a heavy crash in the morning. Alex Barros completed the rank, complaining of problems in the important double rights.

Tohru Ukawa, Ralf Waldmann and Loris Capirossi headed the list in the first three 250cc practices, but by the finish Valentino Rossi had sorted some problems he was having getting the power on in the slower corners and moved to the top by just over a tenth.

"The Aprilia is fast, and that's the main advantage here," he said. "I was able to do a lot of laps at near pole speed, so I think I can be consistent."

Second was the remarkable privateer Franco Battaini, the revelation of the season on a '98-spec Aprilia.

"Compared with the factory bikes, I suffer a little in acceleration," he said. "That's not such a problem here."

Capirossi was third, praising the upgraded performance of the Honda, now with new engine parts that put it close to the Aprilia on speed; and points leader Ukawa was alongside him, with a similar story.

"The bike is coming much better this year compared with last, and even race by race," he said.

This pushed Shinya Nakano off the front row for the first time all year, the Yamaha man half a second slower than Rossi and suffering speedwise on the Mistral.

Valentino Rossi (46) leads Stefano Perugini (7) and the rest of the field in the 250cc Grand Prix. Rossi had the race in the bag until his Aprilia threw its chain.

"I was close to taking off over the handlebars," he said. "I was ready to race on, but the screen and fairing were broken so badly that I had to pull in."

His teammate Jurgen van den Goorbergh was close behind and watched it all. Then, on lap seven, his engine went flat, refusing to rev past 6000 rpm, and his race was done.

Jean-Michel Bayle retired his Modenas with an electrical problem. His teammate Mike Hale was already out, having crashed and injured his hand in morning warmup.

Criville's second straight win turned a one-point advantage into 26 points - 79 to nonscorer Roberts's 53. Checa moves to third on 47, followed by Gibernau's 46, Abe's 37 and Doohan's 33.

250cc GRAND PRIX

Rossi started the warmup lap from the pit lane after swapping to his spare bike. He'd had electrical problems in the morning, and they persisted in spite of swapping the black box. But he took the lead on the second lap after passing faster starters Loris Capirossi and first-lap leader Perugini and then started to pull away steadily. He was a full second ahead by one-third distance, and then the stretched it to four seconds soon after half-distance as Capirossi started to drop away, later blaming a power drop-off.

"I knew from the first lap my engine was not running right," he said later, though he did claim fastest lap of the race, just short of the record.

Ukawa had claimed third from Nakano on lap four, and as the race wore on, he started to close up on Capirossi. He was on his fellow Honda rider's back wheel by lap 20 and passed him easily on the exit from the fast corner at the end of the Mistral Straight. Could he close a four-second gap on Rossi? Not very likely, though he did keep pace with him. But in the end he didn't need to.

As Rossi started his last lap, he slowed to avoid a slower rider into the first corner.

"When I opened the throttle, it was as though I was in neutral," he said. "I tried another gear - same thing. I stopped and saw my chain had come off both front and rear sprockets, so I could do nothing."

Thus Ukawa's first-ever win - after seven second places, three this year alone - was a gift, which he accepted happily.

"I have worked very hard for this," he said, "and so has the team. The bike, the tires - everything was perfect today."

Capirossi's race had lasted only one lap more.

"I was riding relaxed - then suddenly I was on the ground," he said.

He'd fallen victim to the left-hander syndrome, and though slightly concussed he escaped serious injury.

The close fighting had been behind, with fast starter Jay Vincent struggling successfully to keep his private Honda with the faster bikes of Nakano, Perugini, Battaini and Jeremy McWilliams, with the last-named getting his '98-spec Aprilia away ahead from about half-distance.

He seemed to have third place in the bag, but then, with 10 laps to go, his rear brake failed, and he was having trouble holding his line. So when Nakano closed up in the final laps, he had to ride even harder to resist the Japanese rider's pressure. Nakano did nose ahead at the start of the last lap, but McWilliams' Aprilia outpowered the Yamaha down the Mistral, and he was ahead again when he ran too fast into the first left-hander. The front slid and he was down, gifting what had become second place with Rossi's retirement to Nakano. Furious, McWilliams remounted and finished 11th.

The next group were locked together over the line, with Perugini leading the

Briefly...

The **GP future** of last year's British Grand Prix winner, **Simon Crafar**, is in jeopardy after the New Zealander has found himself struggling after his Red Bull Yamaha team's enforced switch to Michelin tires after the withdrawal of Dunlop from the class. Crafar crashed in preseason testing and has struggled even to beat the V-twins at the first four races of this year. He was 14th in Malaysia and Spain, crashed out in the first corner in Japan, and was 11th in France in a race with only 14 finishers. "I don't know what to do about it, but I don't think the team can carry on much longer with me going like this," Crafar told a TV interviewer. Team manager Peter Clifford said: "It's a sensitive issue at the moment. I know that Simon is not happy any more than I am. It's very puzzling, but we hope we can find a solution."

After the race, **Max Biaggi** took a helicopter to Monaco for surgery closer to home on his badly dislocated left little finger. The ring finger on the same hand was also dislocated when he crashed out of the lead of the 500cc race on the third lap - his third tumble of the weekend - but doctors at the track were able to fix that on the spot. Biaggi also injured his right hand, but said: "I am determined to be back for my home GP at Mugello in two weeks."

A penalty of five seconds added to 250cc Aprilia rider Franco Battaini's race time for **passing under the yellow flag** dropped the privateer two places - to sixth. But it was in sharp contrast to the much harsher penalty imposed on Max Biaggi and Alex Barros for a similar offence in Catalunya last year. Race director Roberto Nosetto imposed a stop-and-go penalty on both riders, and Biaggi was eventually disqualified after ignoring flags calling him into the pits. That controversial incident triggered a major change in race direction, with decisions now made by a committee including IRTA and FIM delegates, as well as Nosetto. IRTA chief executive Paul Butler said: "There was some disagreement, but we agreed that five seconds was more appropriate than the original plan for a 30-second penalty, which would approximate the time lost in a stop-and-go. It's a mild punishment, but there is room for more severe penalties for repeat offences."

Japanese Derbi rider **Youichi Ui** was rushed to hospital late on Sunday evening after developing complications following a crash on the first lap of the 125cc Grand Prix. At first he was diagnosed as having only broken his collarbone, but he later lost consciousness and was taken into intensive care. Doctors planned a brain scan and said they would not be able to give any definite information until Monday.

Aprilia denied rumors that it would quit the 500cc class after a poor showing in the first three races for new rider Tetsuya Harada on the lightweight V-twin. Harada pulled out of the wet Japanese GP, blaming poor performance from his Dunlop tires, and withdrew also just after the start of the Spanish GP at Jerez, after gear-changing problems on the first lap. "I still have faith in the V-twin, and I am sure we can get some good results this year," Harada explained on the eve of the French GP. "But I did not want to continue in Spain because a gearbox problem can be dangerous. If the engine seizes, the rider can pull in the clutch; but if the gearbox locks up, you can do nothing except crash." Just to prove the point, Harada was fastest in the first day of practice, when high winds made conditions treacherous. It was the first time a twin-cylinder 500 has topped practice since Malaysia in 1996, when Tadayuki Okada qualified the new Honda V-twin on pole position. Harada went on to finish third in the 500cc Grand Prix.

Sete Gibernau is to test Mick Doohan's V-four Honda the week after the French GP - and the Spanish rider is expected to race the five-time World Champion's machine until Doohan returns fit enough to race. Gibernau, the grandson of Spanish motorcycle sport and industry patron Don Paco Bulto (founder of the Bultaco factory), currently rides the factory V-twin in the Repsol team. Gibernau has twice put the twin on the rostrum, the last time in Jerez two weeks ago. "It was in my contract to test the V-four this year, even before Mick crashed," said Gibernau. "We will see how it goes. I don't know about racing it yet." Through no fault of his own, Gibernau has made a career out of stepping in to take over from absent riders. He took over the factory 250cc Yamaha in 1996 after Tetsuya Harada had stormed off in a huff before the end of the season, and he rode the factory 500 for Team Rainey in 1997 after contracted rider Loris Capirossi had quit and run to Aprilia at the last minute. In 1998 he also inherited the factory V-twin Honda ride, taking over from Takuma Aoki after the Japanese rider suffered crippling spinal injuries in preseason tests.

Mick Doohan has left the hospital in Menlo Park, California, for an apartment close by to continue his recuperation after extensive surgery last Friday. Three surgeons worked on the five-time World Champion simultaneously, repairing his shoulder, leg and wrist injuries sustained three weeks ago at Jerez in a 3½-hour operation. Doohan's collarbone was pinned and other work done on damaged tendons in his right shoulder; his left wrist was plated and his right leg fitted with two plates and 12 screws. Doohan hopes to be back on the GP scene at Assen, on June 26, and at the British GP a week later - but to visit rather than race. In the case of the British race, he plans to attend the Riders for Health charity day. Racingwise, he hopes to be fit enough to compete in the 10th round, at Brno on August 22, at the earliest. But he has told close contacts that he is determined to race again, despite the severity of his crash.

Wayne Gardner and **Freddie Spencer** were invited to race at this year's Suzuka 8 Hours race in a Honda factory dream team - but at least one of them has declined. This was confirmed by Gardner, who visited Jerez and ran a lap of the track on Saturday on a BMW twin - in his shirt-sleeves. "I still miss racing motorcycles and everything that goes with it," the 1987 500cc World Champion said. "But I don't miss the pain."

Japanese veteran Yamaha rider **Toshihiko Honma**, 32, has stepped in to take the place of injured French star Olivier Jacque in the factory Chesterfield Tech3 Yamaha team, riding alongside youthful countryman Shinya Nakano, winner of the Japanese GP. "I have done much development on the YZR250 in Japan," said Honma, whose occasional GP outings started in 1989, "so I am familiar with its characteristics. I aim to help the team, and act as 'big brother' to Shinya."

Gale-force winds disturbed the first day of practice at Paul Ricard, and red flags were brought out during a 125cc session when an air fence was blown adrift and threatened to come across the track. Gusts of up to 110 mph were recorded. "It was pretty difficult to ride," said Kenny Roberts Jr. "You had to respond to the bike rather than the bike responding to you, and you'd go into every corner wondering if the wind would get underneath the fairing and send you into panic mode."

The 500s came close to cracking the **200-mph barrier** at the circuit's shortened but still substantial Mistral straight. Fastest of all was Max Biaggi's Marlboro Yamaha, recording 318.6km/h

Continued on page 10

group from Battaini, Waldmann and Vincent, who later protested because Battaini had overtaken him under the yellow flags for the McWilliams incident. This was overruled for lack of independent evidence; however, marshals at the first corner reported Battaini for a similar move on the second lap, and stewards applied a five-second penalty. This promoted Waldmann and Vincent to fourth and fifth, and dropped the Italian to sixth.

Sebastian Porto was seventh, three seconds down after a lonely race, with Alex Hofmann six seconds away after an impressive ride.

Then came Australian Anthony West, also impressive after a fast start. Ultimately his private bike was outpowered.

"It was really hard work trying to stay with them," he said.

Toshihiko Honma, riding Jacque's Chesterfield Yamaha, was 10th after an appalling start. Then came McWilliams.

Ukawa's win extended his title lead. He now has 85 to Nakano's 61. Nonscorer Capirossi has 57, with Rossi fourth on 45, followed by Battaini's 36.

125cc GRAND PRIX

Ultraclose qualifying did indeed lead to an ultraclose race - but not for first place. That went to Locatelli, who took the lead on lap five and somehow managed to pull away steadily to win his first GP by almost seven seconds.

The battle for second was huge, even after Cecchinello had crashed out on the third lap while leading.

As half-distance passed, more and more riders joined in, until there were six of them, running into corners three abreast, jostling down the straight and bickering through the bends.

The numbers were cut when Mirko Giansanti ran off, rejoining to finish 13th, but taking Gianluigi Scalvini with him. Scalvini lost only a couple of seconds but was out of touch with the battle.

The last lap was obviously going to be dramatic, but it seemed as though three-time winner Azuma had it all wrapped up before the final bends, though Azuma had been riding wildly all race long and could never be ruled out. But there was more brawling still through the final bends, and over the line Vincent led Alzamora, Azuma, Ueda and Melandri, with Scalvini still two seconds adrift in seventh. From second to sixth was covered by just over half a second.

A little way back, German youngster Steve Jenkner narrowly held off defending champion Kazuto Sakata and promising Italian Simone Sanna for eighth.

Azuma still leads on points, with 88 to Alzamora's 68. Scalvini has 42, Vincent 39, and Locatelli moved up to fifth on 36. **CN**

Circuit de Paul Ricard
Le Castellet, France
Results: May 23, 1999

125cc QUALIFYING: 1. Lucio Cecchinello (1:28.864); 2. Masao Azuma (1:28.901); 3. Roberto Locatelli (1:29.030); 4. Gianluigi Scalvini (1:29.071); 5. Emilio Alzamora (1:29.093); 6. Arnaud Vincent (1:29.113); 7. Simone Sanna (1:29.132); 8. Marco Melandri (1:29.219); 9. Youichi Ui (1:29.452); 10. Jeronomi Vidal (1:29.454); 11. Noboru Ueda (1:29.470); 12. Mirko Giansanti (1:29.502); 13. Manuel Poggiali (1:29.662); 14. Steve Jenkner (1:29.723); 15. Alessandro Brannetti (1:29.732); 16. Gino Borsoi (1:29.811); 17. Kazuto Sakata (1:29.892); 18. Angel Nieto Jr. (1:29.971); 19. Frederic Petit (1:29.987); 20. Randy De Puniet (1:30.006); 21. Max Sabbatani (1:30.074); 22. Ivan Goi (1:30.434); 23. Reinhard Stolz (1:30.609); 24. Bernhard Absmeier (1:31.079); 25. Gregory Lefort (1:31.411); 26. Jimmy Petit (1:31.442); 27. Pablo Nieto (1:32.424); 28. Eric Dubray (1:33.264); 29. Herve Louiset (1:34.630); 30. Mike Lougassi (1:34.668).

250cc QUALIFYING: 1. Valentino Rossi (1:23.366); 2. Franco Battaini (1:23.511); 3. Loris Capirossi (1:23.634); 4. Tohru Ukawa (1:23.743); 5. Shinya Nakano (1:23.823); 6. Ralf Waldmann (1:23.908); 7. Roberto Rolfo (1:24.162); 8. Stefano Perugini (1:24.287); 9. Jeremy McWilliams (1:24.378); 10. Toshihiko Honma (1:24.466); 11. Marcellino Lucchi (1:24.683); 12. Jason Vincent (1:24.743); 13. Sebastien Porto (1:24.789); 14. Alex Hofmann (1:25.266); 15. Luca Boscoscuro (1:25.255); 16. Julien Allemand (1:25.278); 17. David Garcia (1:25.338); 18. Jarno Janssen (1:25.357); 19. Anthony West (1:25.540); 20. Vincent Philippe (1:25.844); 21. Masaki Tokudome (1:26.041); 22. Fonsi Nieto (1:26.066); 23. Tomomi Manako (1:26.266); 24. Rob Filart (1:26.381); 25. Johan Stigefelt (1:6.517); 26. Matias Rios (1:26.867); 27. Julien Da Costa (1:26.947); 28. Lucas Oliver (1:27.559); 29. Herve Mora (1:27.789).

500cc QUALIFYING: 1. Max Biaggi (1:20.969); 2. Kenny Roberts Jr. (1:20.986); 3. John Kocinski (1:20.993); 4. Carlos Checa (1:21.001); 5. Alex Criville (1:21.231); 6. Luca Cadalora (1:21.443); 7. Tetsuya Harada (1:21.485); 8. Tadayuki Okada (1:21.718); 9. Jurgen van den Goorbergh (1:21.734); 10. Norick Abe (1:21.794); 11. Jean-Michel Bayle (1:21.859); 12. Alex Barros (1:21.897); 13. Regis Laconi (1:22.031); 14. Sete Gibernau (1;22.038); 15. Juan Borja (1:22.066); 16. Haruchika Aoki (1:22.325); 17. Yukio Kagayama (1:22.406); 18. Simon Crafar (1:22.662); 19. Sebastien Gimbert (1:23.512); 20. Jose Luis Cardoso (1:23.530); 21. Mike Hale 1:23.578); 22. Michael Rutter (1:24.492); 23. Markus Ober (1:24.607).

125cc GRAND PRIX: 1. Roberto Locatelli (Apr); 2. Arnaud Vincent (Apr); 3. Emilio Alzamora (Hon); 4. Masao Azuma (Hon); 5. Noboru Ueda (Hon); 6. Marco Melandri (Hon); 7. Gianluigi Scalvini (Apr); 8. Steve Jenkner (Apr); 9. Kazuto Sakata (Hon); 10. Simone Sanna (Hon); 11. Randy De Puniet (Apr); 12. Angel Nieto Jr. (Hon); 13. Mirko Giansanti (Apr); 14. Jeronimo Vidal (Apr); 15. Frederic Petit (Apr); 16. Gino Borsoi (Apr); 17. Berhard Absmeier (Apr); 18. Pablo Nieto (Der); 19. Gregory Lefort (Apr); 20. Eric Dubray (Hon); 21. Herve Louiset (Hon); 22. Mike Lougassi (Hon).
Time: 43 min., 23.904 sec.
Distance: 27 laps, 63.61 miles
Average speed: 94.48 mph
Margin of victory: 6.124 sec.
Fastest lap: Gianluigi Scalvini, 1:28.891/95.42 mph, Lap 12.

250cc GRAND PRIX: 1. Tohru Ukawa (Hon); 2. Shinya Nakano (Yam); 3. Stefano Perugini (Hon); 4. Ralf Waldmann (Apr); 5. Jason Vincent (Hon); 6. Franco Battaini (Apr); 7. Sebastien Porto (Yam); 8. Alex Hofmann (Hon); 9. Anthony West (Hon); 10. Toshihiko Honma (Yam); 11. Jeremy McWilliams (Apr); 12. Fonsi Nieto (Yam); 13. Masaki Tokudome (Hon); 14. Luca Boscoscuro (Hon); 15. Marcellino Lucchi (Apr); 16. Vincent Philippe (Hon); 17. Tomomi Manako (Yam); 18. Matias Rios (Apr); 19. Lucas Oliver (Yam); 20. Rob Filart (Hon).
Time: 40 min., 50.340 sec.
Distance: 29 laps, 68.32 miles.
Average speed: 100.38 mph.
Margin of victory: 10.940 sec.
Fastest lap: Valentino Rossi, 1:23.635/101.41 mph, Lap 12.

500cc GRAND PRIX: 1. Alex Criville (Hon); 2. John Kocinski (Hon); 3. Tetsuya Harada (Apr); 4. Sete Gibernau (Hon); 5. Carlos Checa (Hon); 6. Norick Abe (Yam); 7. Juan Borja (Hon); 8. Regis Laconi (Yam); 9. Tadayuki Okada (Hon); 10. Alex Barros (Hon); 11. Simon Crafar (Yam); 12. Sebastien Gimbert (Hon); 13. Haruchika Aoki (Hon); 14. Markus Ober (Hon).
Time: 42 min., 35.648 sec.
Distance: 31 laps, 73.04 miles
Average speed: 102.88 mph
Margin of victory: 11.398 sec.
Fastest lap: Kenny Roberts Jr., 1:21.487/104.08 mph, Lap 3.

125cc WORLD C'SHIP POINT STANDINGS (After 4 of 15 rounds): 1. Masao Azuma (80/3 wins); 2. Emilio Alzamora (68); 3. Gianluigi Scalvini (42); 4. Arnaud Vincent (39); 5. Roberto Locatelli (36/1); 6. Lucio Cechhinello (30); 7. Simone Sanna (25); 8. Jeronimo Vidal (23); 9. Kazuto Sakata (22); 10. Hideyuki Nakajoh (20); 11. Noboru Ueda (19); 12. Yoichi Ui (16); 13. Ivan Goi (15); 14. Max Sabbatani (14); 15. (TIE) Gino Borsoi/Mirko Giansanti (13).

250cc WORLD C'SHIP POINT STANDINGS (After 4 of 15 rounds): 1. Tohru Ukawa (85/1 win); 2. Shinya Nakano (61/1); 3. Loris Capirossi (57/1); 4. Valentino Rossi (45/1); 5. Frano Battaini (39); 6. Stefano Perugini (31); 7. Marcellino Lucchi (29); 8. Jeremy McWilliams (23); 9. Ralf Waldmann (21); 10. Jason Vincent (19); 11. Roberto Rolfo (17); 12. Anthony West (15); 13. Sebastian Porto (14); 14. (TIE) Oliver Jacque/Luca Boscoscuro/Naoki Matsudo (13).

500cc WORLD C'SHIP POINT STANDINGS (After 4 of 15 rounds): 1. Alex Criville (79/2 wins); 2. Kenny Roberts Jr. (53/2); 3. Carlos Checa (47); 4. Sete Gibernau (46); 5. Norick Abe (37); 6. Mick Doohan (33); 7. Tadayuki Okada (32); 8. John Kocinski (30); 9. Juan Borja (29); 10. Max Biaggi (27); 11. Regis Laconi (26); 12. Alex Barros (24); 13. Tetsuya Harada (19); 14. Nobuatsu Aoki (13); 15. (TIE) Shinichi Itoh/Simon Crafar/Yukio Kagayama (9).

Upcoming Rounds:
Round 5 - Mugello, Italy, June 6
Round 6 - Catalunya, Spain, June 20

Tohru Ukawa (right) celebrates his 250cc win with countryman Shinya Nakano (left).

Continued from page 9

(197.9mph) on the way to pole position in the final session. The 200-mph mark has been broken only once, by Shinichi Itoh's Honda in 1993.

Once a show-piece race track, now somewhat run-down, the Paul Ricard circuit has been bought by Formula One mogul **Bernie Ecclestone**. News of the £8 million sale broke during the week before the French GP. The track, well-placed on an elevated plateau overlooked by rocky peaks and overlooking the Mediterranean shore less than an hour from Marseilles, has been up for sale for several years. No longer used for Formula One cars, the old full-length (3.61 miles, 5.810km) track was first used in 1973, but the track was shortened for safety reasons in the early '90s, with only part of the spectacular Mistral straight still used.

Nobuatsu Aoki, who broke his left wrist after crashing into his Suzuki teamate Kenny Roberts Jr. at the Spanish GP, hopes to be back for the Catalunyan GP on June 20 after having the injury repaired in a six-hour operation at home in Japan. Aoki broke his scaphoid bone, detached a tendon and fractured his radius in the crash. His place in the revived team was taken by factory tester Yukio Kagayama - but the substitute rider was also heading for the hospital, in a near-repeat of his spectacular high-sider at the same track last year. This time Kagayama fell when about to enter the pits, and he was helicoptered to the hospital with two broken ribs and possible internal injuries.

The most crashed-at corners in GP racing - the two left-handers that close the lap at **Paul Ricard** - took their usual toll, with 16 crashes recorded during practice alone in the closing section of the track. This is a notorious stretch of track, approached after a full lap with only right turns, allowing the left side of the tires to cool down. Victims included Carlos Checa, Jean-Michel Bayle, 250cc privateer ace Jeremy McWilliams, and ex-125cc star Tomomi Manako - twice. Max Biaggi also crashed on the first day, after running wide on a right-hander. Michelin technicians explained that while an acceptable temperature difference across the width of a tire was 10 degrees, at Ricard it can reach as much as 40 degrees. They again had dual-compound tires on offer, with a softer compound on the left; but while reassuring in practice, these were not expected to be popular for the race.

The New Zealand-built **BSL's nightmare first season** continued at Paul Ricard, with luckless rider Mark Willis failing to qualify after running into trouble not only with the three-cylinder bike but also the team's backup Honda V-twin, which failed on the first morning when he was using it to gain familiarity with the track. At least the team did have two machines for the first time, having built up a second bike after missing the Japanese GP when their sole machine broke a crankshaft in Malaysia.

The future of the **Erv Kanemoto/John Kocinski** team remained in doubt after they did manage to make the French GP after all. Unsponsored, Kanemoto is running the team on personal loans in the hope of finding some backing. "This may be our last race," explained Kocinski after qualifying on the front row. "It's hard to ride knowing that this might be the last chance." Then he jokingly appealed to the press-conference audience. "Is there anybody there with any money?" Kocinski's efforts may end up being bolstered after he finished second in the 500cc Grand Prix on Sunday.

Honda's upgraded 250cc riders moved another step closer to Aprilia with new engine parts that improved top-end power, according to front-row qualifiers **Loris Capirossi** and Tohru Ukawa. "Aprilia are not so far ahead now - I think it will be possible to slipstream them on the Mistral Straight in the race," Capirossi said. But Capirossi had rejected the latest chassis, which he tried for the first time at Jerez during practice. "It is quite a lot different, and it is hard to develop something new at a race meeting. It will have to wait until we go testing," he said.

A new French GP challenger surfaced at Paul Ricard - the **Fulgur 250**, designed by longstanding endurance chassis builder and designer Eric Toullec. It is a 90-degree reed-valve V-twin, which was dyno-tested for the first time at the start of the month, and ridden for the first time at Le Mans a couple of weeks ago. It is hoped that the bike will be raced in French national racing later this year and will be in the GPs next year. There is a tradition of independent French 250cc GP bikes dating back to the Pernod and Parisienne of the '80s.

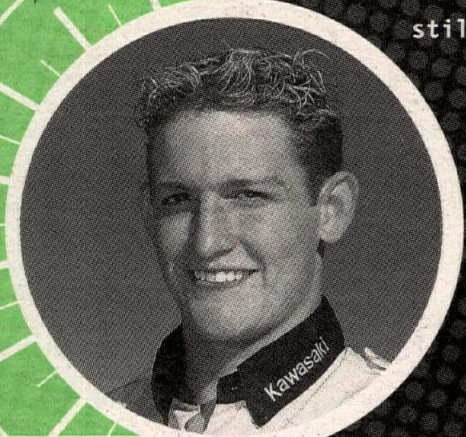
Valentino Rossi has vowed to continue his postrace celebrations after each victory, in spite of being fined for his antics after the Spanish GP two weeks ago - when he first feigned an urgent trip to the lavatory, and then climbed the fence to entertain the crowd. Rossi received an official warning for infringing the rules, which state that riders must return directly after the race, largely to fit in with postrace TV schedules. Last season he was warned and then later fined for what became a regular series of ostentatious (and highly enjoyable) costume parades and other antics. "If they fine me, that's okay. Aprilia pay," he said. Then he added: "I think it is wrong for Dorna to try and stop these celebrations, which come from the heart. They are trying to make bike racing like Formula One, with no personalities."

PRO CIRCUIT SplitFire Kawasaki 1-800-COLLECT

CARMICHAEL BLOWS INTO HANGTOWN AND LEAVES THE COMPETITION DANGLING.

ROUND #2 KEEPS CARMICHAEL ON COURSE IN BID FOR 3RD STRAIGHT AMA 125cc NATIONAL MOTOCROSS CHAMPIONSHIP.

A whole pack of riders thought they could beat Ricky Carmichael to the draw. But the Team SplitFire/1-800-COLLECT/ProCircuit/Kawasaki legend wasn't about to oblige. With two MX National Championships under his belt and a KX125 in his hands, he turned the tables on his pursuers at Sacramento's Hangtown Motocross Classic. And by the time the checkers dropped, his closest competition was choking on dust twelve seconds behind. Now the survivors of the carnage have sworn revenge. But that won't be easy. The last time anybody saw Ricky, he was heading up the championship trail with a comfortable lead. And he was still gathering speed.



"Grabbing the lead was a real rush. But stretching it out was even better."

Ricky Carmichael
Team SplitFire/1-800-COLLECT/
Pro Circuit/Kawasaki

RICKY CARMICHAEL

TEAM SPLITFIRE/1-800-COLLECT/PRO CIRCUIT/KAWASAKI

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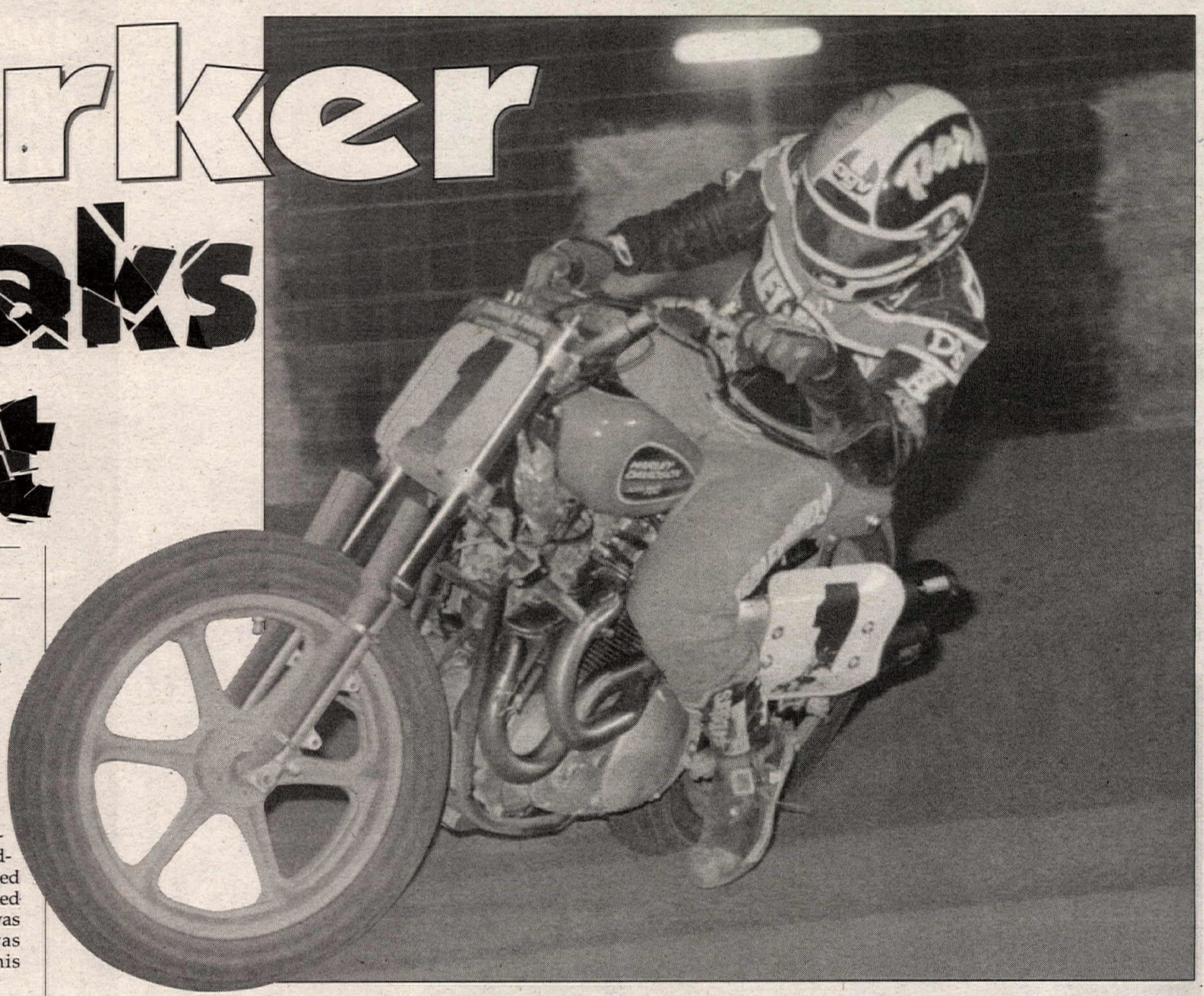
Round 3: Delaware State Fairgrounds

AMA GRAND NATIONAL DIRT TRACK SERIES

Parker Breaks Out



Breakin' through for 92!: Reigning AMA Grand National Champion Scott Parker scored his first win of '99 at the Harrington Half Mile. Parker came from behind to pass Chris Carr for the lead in the crash-shortened race.

By Dave Hoenig
Photos by Flat Trak Fotos

HARRINGTON, DE, MAY 22

If you can call going two races without a win a slump, then Scott Parker has just broken out of a slump.

It took the Harley-Davidson Motor Company/AGV/Fick Excavating-backed series champion until the 12th lap of the 25-lap Grand National to get by early leader Chris Carr at the Delaware State Fairgrounds. Parker then held a commanding lead when the race was red-flagged on lap 24 after Johnny Murphree bailed off while exiting turn two. Scoring was reverted back to lap 23, the race was called complete, and Parker had his 92nd Grand National win.

Round three of the American Motorcyclist Association's Grand National Dirt Track Series by Drag Specialties came to the Delaware State Fairgrounds half mile under the very real threat of thunderstorms. The weather concerns forced the track crews to limit the amount of water applied to the new limestone surface.

"I didn't get a great holeshot," Parker said. "We were up in the real deep stuff because Roeder picked pretty close to the outside, and I wanted to be the outside guy. When I let the clutch out, it just bogged down. Sometimes, with a twingle, that's what happens."

At the flash of the green light, Chris Carr went right to the front on his Harley-Davidson of Sacramento/Phoenix Racing/Big Valley Ford-backed Harley.

"The bike was working great when the cushion was still there and it was damp; then it got dry and hard," Carr said. "Scotty seems to be able to go good on that type of track, a lot better than I can. The fact that he grew up on the stuff helps. I never saw pea gravel until I was 17 years old. I think he was born in a bed of it."

For the first half of the race, Carr appeared to be in control. Then Parker turned up the wick.

"I was running in up high, then I cut to the bottom, where there wasn't any dust," Parker said. "I cut my laps, but I screwed up one lap and he reeled me right back in. Then I just got back on my line and was able to pull clear. I knew I could cut some good laps, but it's easier when you're behind, where if I'd have been in Chris' position, doing the other side of it, you get conservative. You get to cruising around, thinking everything is fine and you've got a good lead. Chris looked back about three laps before I caught him, and he had a good lead then. He didn't look back for a few, and the next thing you know, I was right next to him. Then you start trying to hustle, and on a track like this, you fight yourself when that happens. Bill (Werner) had the bike working excellent. All I had to do was ride it."

Rounding out the podium was one of Ohio's cushion-track masters, Geo Roeder II. The Schaeffer's Harley-Davidson/Las Vegas Harley-Davidson/KK Supply-backed Roeder's race could easily be called an adventure. As many as five riders were battling over third for the majority of the race.

"I was just looking for someplace where the bike would work," Roeder said. "It finally got to where it was working pretty good. I messed up a couple of times. I found a line, and I was catching Will, and I got too anxious. I should have just eased the gas on. I got on it too hard. After about the third time that I screwed up, I finally said to myself, 'Settle down and just ease that gas on, because you've got the line.' I knew I had the line on those guys, and I just needed to take my time."

Also heavily involved in the fight over third were Chris Evans, Kevin Atherton, Will Davis and Bryan Bigelow. Daytona winner Davis worked his way from a second-row start into a fourth-place finish.

"We got a decent start, but the guys got away up front," the Eaken Racing/Dick Ford/Rod Lake-backed Davis said. "They were setting a pretty good pace, and I think I was like sixth or seventh. Then I worked my way up to third. I stayed there for a while. Then I almost crashed down in turn three and let Roeder get back on my wheel. We battled, and he got the best of me."

Fifth went to the resurgent Kevin Atherton. The Tom Cummings Racing/Duraliner/Yeti-sponsored Atherton was in the middle of the action all night.

"I don't think we had the bike working real good," Atherton saidd. "Early on, I thought we would have to make some tire decisions, but I don't think it mattered which of the three tires you used. The guys that had their bikes working the best were Parker and Carr, and obviously they split on us. We were real fast early, and of course the track changes as the race goes on. I just ended up fighting the thing the whole time."

Not surprisingly, former Canadian National Champion Chris Evans was a force up high on the cushion's edge. But as the faster line came in on the bottom, Evans was forced to drop down out of the dirt, and he ultimately finished sixth.

"The race track started coming in, and I moved myself from sixth or seventh up to third," the American Harley-Davidson/Jaybrake/SuperTrapp-backed Evans said. "The track just dried out and got rougher. Then guys started eking by me on the bottom, but it was a good, solid ride. I had to come down and ride the bottom. I almost jumped off, but I'm pleased."

Dropping from that pack to finish by himself in seventh was USC Racing/Lancaster Harley-Davidson/Marshall Distributing's Bryan Bigelow.

"It just got pretty dry out there," the 1998 Rookie of the Year said. "I was in the first heat race, and there was a ton of traction. I kind of got spoiled and tried to ride as hard in the main as I did in the heat, and it just didn't work."

Coming into the night, BF/LAF/Michigan Harley-Davidson Dealers-backed Nicky Hayden was the points leader, but the part-time dirt tracker struggled just to finish eighth on the pea- gravel oval.

"It felt good, but I knew I was going to struggle here," Hayden said. "I have only ridden a 750 on pea gravel a few times - maybe three times last year and once this year. I've just got to get used to it. We were going a little bit slow all night, even in practice. The first lap, I kind of let those guys push me around in the first turn. I got roosted, and think I was about 14th, but I moved up to eighth. My bike was good, but I was just kind of struggling a little bit. Once I got going, I started picking some guys off and I moved up."

Corbin Racing/H-D Cycle Center of Waterloo-backed Rich King appeared to be in the hunt early in the race, but he faded to a ninth-place finish.

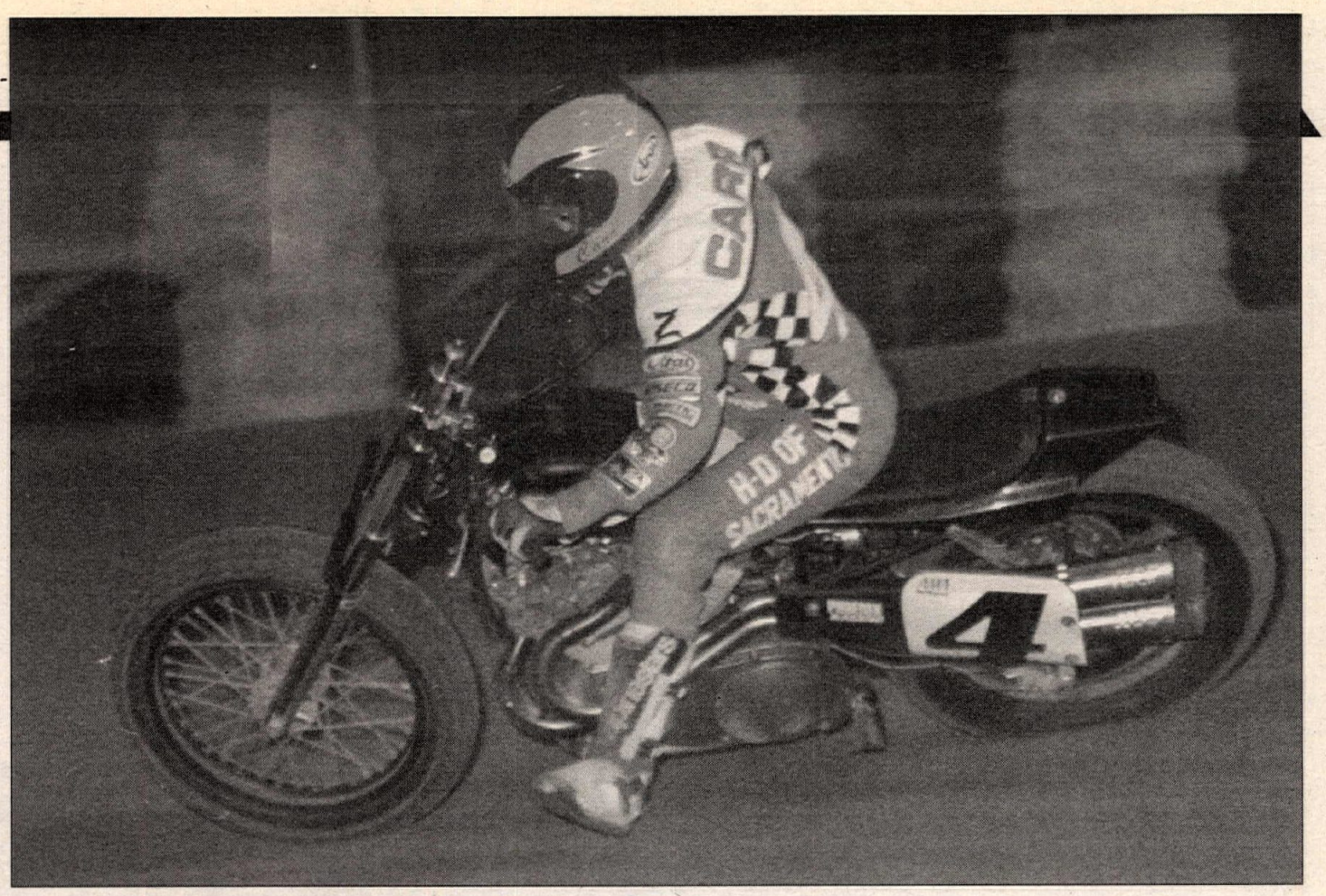
"At the start, I was going right up to the front," King said. "It felt really good. Then I started catching some holes and ruts and kind of started going the other way. I moved up and could see Will and those guys. I even caught up enough to race with them a little bit, but I just wore myself out."

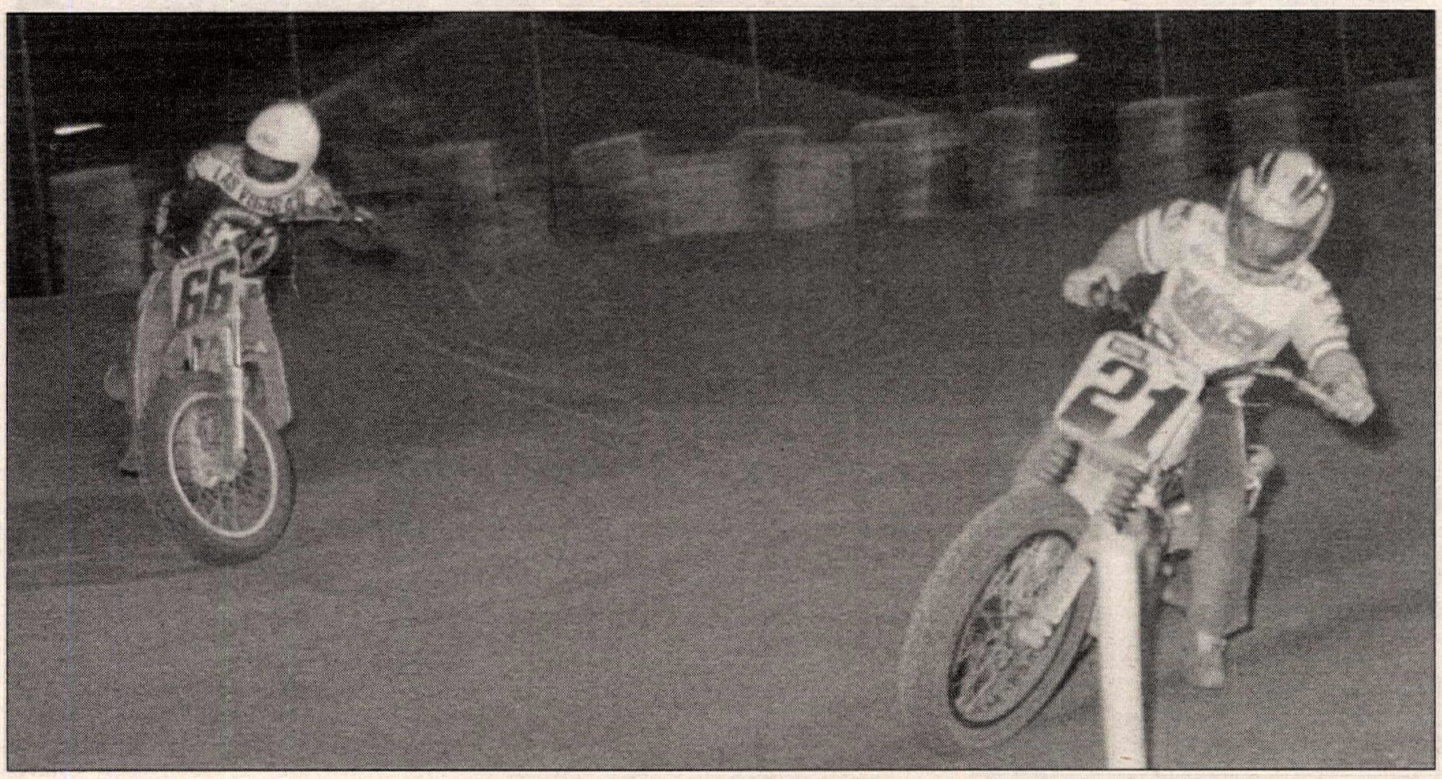
Rounding out the top 10 was fast qualifier Dan Butler, who almost ended his night early when he fell in the first heat. But the Saddlemen/Lancaster Harley-Davidson/Dodge Brothers-sponsored rider came back with a semi win to make the Grand National.

"That's not where we wanted to be

after setting fast time and all," Butler said. "The bike was working excellent, and I love this track. After we took that little spill in the heat race, we had to gather it back up and put together a good semi. I felt real good about winning the semi. Coming right back out for the main, I knew where I had to be, and we made a few changes to the bike. It worked real well, and I got a good holeshot from the third row. I ate about a pound of dirt and could hardly see. I found a good line and started coming up on the bottom. Another top-10 finish, that's where we want to be, but we should be farther up than that after setting fast time."

Mitchell's Modesto Harley-Davidson/Rogers/Lake-backed Gary Rogers won his second Harley-Davidson Sportster Performance Series National in a row. Rogers had to overcome the challenge of a restart at the midpoint of the 12-lap race. Nate Wait was in second place and closing when he fell at the exit of turn four, leaving JMK Pro Racing/Howell's Harley-Davidson's Rob Miller a solid second. BADDAR Racing/Ed Albright-backed George Richtmeyer got a great restart on his Moroney's Harley-Davidson and held off Shaun Russell for third.





(Above) Chris Carr landed solidly on the podium with a runner-up finish after having led the first 12 laps of the Grand National main event. The finish gave him the series points lead.
(Left) Contrasting styles: Geo Roeder II (66) used all the cushion that he could en route to a third-place finish, while Will Davis (21) kept it low and finished fourth.

HEATS

Roeder led Steve Beattie, Butler and Bigelow into turn one of heat one. Roeder and Beattie slipped away a little as Butler and his former teammate battled it out. By lap three, Bigelow had dropped Butler to fourth and closed on Beattie. Lap four saw Butler's race end in turn three, where he lost the front end and fell.

Bigelow took second away from the Stylemaster Custom Motorcycle/AFAM/Bicycle Works-backed Beattie at the halfway point and held off the Canadian for the rest of the race. Shawn Clark held a solid fourth over Willie McCoy and Kenny Coolbeth, but all were semi bound.

Steve Morehead led the second heat as far as turn two before giving way to a flying Parker, who pulled to an easy win over the F&S Harley-Davidson/KK Supply/John Sheperd-backed Morehead. But the series' grand old man was still a comfortable second, ahead of a three-rider war over the last direct transfer into the main. Dan Stanley, Jay Springsteen and Hayden were all over the track in their battle for third. Hayden finally inched his way into third with one lap to go and held on over Stanley and Springsteen.

The Varnes cousins, Mike and Kevin, led the third heat off the line over Davis and Dave Rayburn. Evans came from nowhere and rode the high line to lead the first lap. From there, he pulled to a convincing win.

Davis slipped into second, leaving Mike and Kevin to dispute third. By lap five, Kevin had taken over and closed quickly on Davis. The North Carolinian was able to hold on to second, with the Saddlemen/Lancaster Harley-Davidson/Dodge Brothers-backed Kevin Varnes getting the last transfer. Mike Varnes led Rayburn, Mike Hacker and J.R. Schnabel into the semis.

The last heat was a runaway for Carr. After a short tussle, Atherton moved around King and took second. Finishing just off the pace were Johnny Murphree, Davey Camlin, Gary Rogers and Joe Kopp.

SEMIS

Camlin wasted no time putting his Gardner Racing/Springfield Armory/Wiebler's Harley-Davidson-backed Harley to the front of the first semi. Camlin and Springsteen then bumped, sending Springsteen back into the pack. Hacker and Clark took advantage to run second and third.

Springer was on the move, however, and by lap three he was challenging Hacker and Clark. Springsteen first disposed of Clark, and then on lap six he got by Hacker. Camlin was long gone as he led the Bartels' Harley-Davidson/Real McCoy's, Japan/SuperTrapp-sponsored Springsteen to the main.

Camlin's Gardner Racing teammate Stanley was running away with the second semi when an oil leak forced him to be black-flagged. This turned the lead over to the KK Supply/Deprank Autobody/Jeanine Rayburn-backed Rayburn. By the halfway mark, Butler had worked his way to the front. He took the lead on lap six and went on to the win. Rayburn held on to second over a fast-closing Willie McCoy.

Mike Varnes led the last semi around for lap one, but Kopp was right on his rear wheel. By lap two, Coziahr Harley-Davidson & Buell/Buck/Memphis Shades' Johnny Murphree had shot to the front. After Kopp slipped his Dave Burks Motorsports/Harley-Davidson of Missouri/Carl Patrick-backed Harley into second, the National field was set. Mike Varnes, Kenny Coolbeth and Brett Landes were among the riders not making the main from this semi.

GRAND NATIONAL

The Grand National field made one quick warmup lap and then chose their starting positions. Fast qualifier Roeder used his number-one pick to take the second spot from the top of the front row. Parker was to his right, with Evans, Carr, Morehead and Bigelow to his left. Davis, Beattie, Hayden, Varnes, Atherton and King made up the second row. Back in the dust on row three were Rayburn, Camlin, Murphree, Butler, Springsteen and Kopp.

Roeder was the first to hit turn one, with his Ohio rival Morehead right there, along with Bigelow. Roeder maintained his advantage at the end of lap one, only to fall victim to Carr's assault a lap later. A lap after that, Roeder lost second to Parker and started a downward spiral that would drop him as low as sixth before he mounted his charge back toward the front.

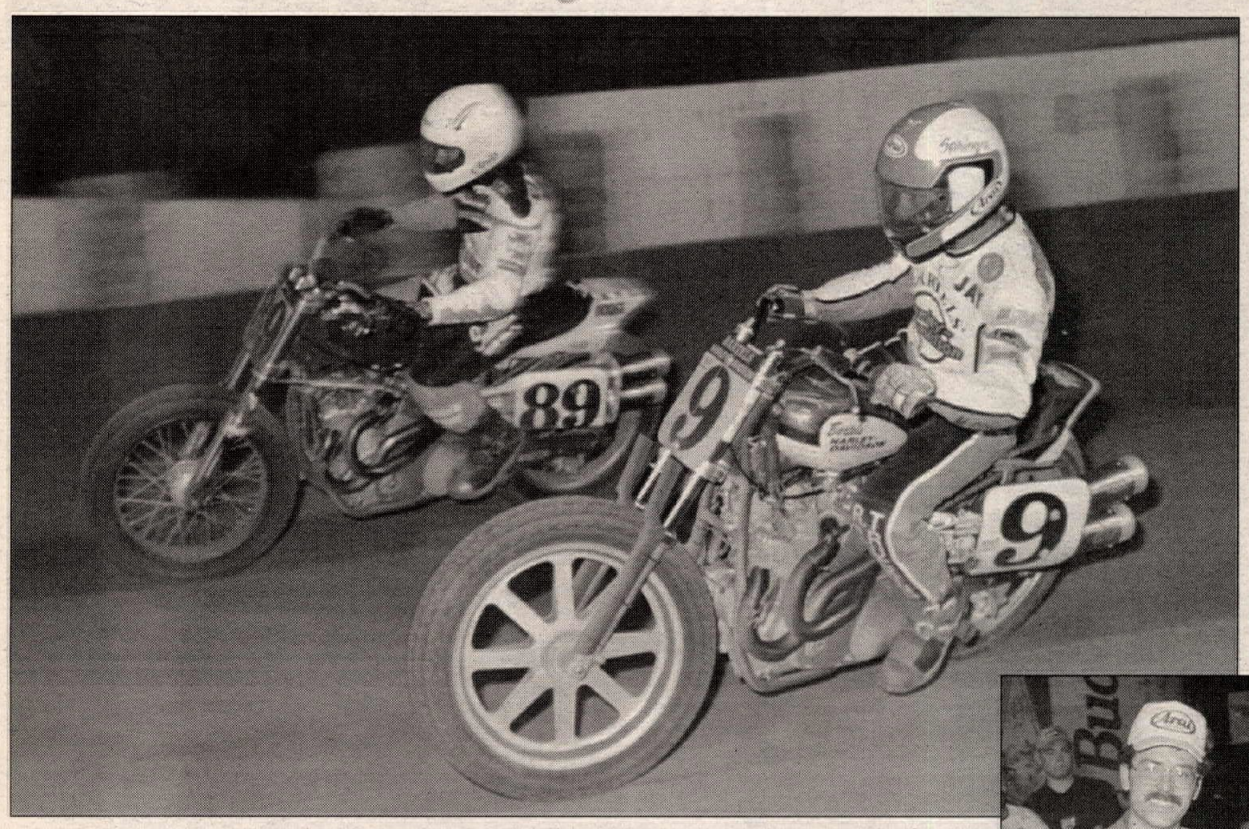
"I got by Will once, and then I screwed up - I couldn't believe I did that," Roeder said. "The track changed a lot through the main event. The rider that makes the least mistakes was going to win the battle. I started easing the gas on more, and it started working for me. After I got by those guys, I had a couple of mental lapses again. The bike was working real good, and once I got past them, I knew I was all right."

Meanwhile, the lead duo was pulling away.

"I had to dice with them a few laps, and that let Chris get out," Parker said. "He was able to cut laps alone and stretch out a few bike lengths. I kept my head down. I knew I had to get to the front. He had some lines he was using, and I was moving around on the race track, finding some that would work

Round 3: Delaware State Fairgrounds

AMA GRAND NATIONAL DIRT TRACK SERIES



(Left) There was no two-in-a-row for Jay Springsteen (9). Springer had to come through the semis, and he started the main from the back row. He ultimately finished 12th, while Kevin Varnes (89) finished a disappointing 14th after running near the front early.

(Right) Roeder (left), Parker (second from left) and Carr (far right) reap the accolades on the victory rostrum.

(Below) Gary Rogers is on fire in the Harley-Davidson Sportster Performance Series. The Californian scored his second straight win at Harrington and has taken a commanding lead in the series standings.

better. Once I found the right line, I reeled him right in."

As Parker closed, Carr continued searching for a faster line.

"We had a chance, but with rushing things along, they couldn't keep the moisture in the surface," Carr said. "If they had been able to do that, we might have been better off. It got pretty hard and skittery out there, and he's the master on that type of track. I made a couple of runs at him. I got up alongside a couple of times. He went good, and I'm content. I'm not overly ecstatic with second, but I'm pleased. I was pleased that we were on the same straightaway with him this year, where we weren't last year."

Davis was right in the middle of the best action in the race.

"We're pretty happy," Davis said afterward. "When we got here today, we were really, really good. Sure, I wanted to finish on the podium, and I wanted to finish closer to Chris and Scott, but starting on the back row, that's just no good. You get sprayed down to start with, and those guys up front can ride their own line and get away from us. A cushion just isn't my cup of tea. To come out of here with a fourth, we're happy, and now we'll go to some of my race tracks."

Atherton was in the same boat as Davis.

"It worked good early on, but then the race track changed, and it was all downhill after that," Atherton said. "I don't think I had anything for Parker or Carr, but we had a good race going on with Will and Evans and Roeder. I got fifth - it's better than sixth. I'm still not quite there yet, as far as being on top of my game. It's been a while."

Bigelow, who looked so strong early, found the going tougher as the laps ran out.

"The track really dried out, and my line went away," Bigelow said. "No excuses - I was trying to conserve some energy for the last couple of laps. I knew I was running up toward the front. I was just trying to be smooth. I learned a lot, that's for sure. This was only the second front-row start I've ever had, and I'm starting to like it. I like not eating that dirt the whole race - that's definitely a treat. It gave me good motivation to get a holeshot. I knew what was going to go on behind me."

King's night ended with a ninth-place finish.

"The bike ran good tonight; I just got tired," King said. "No ifs, ands or buts about it, it just wore me out. About halfway through that race, I was shot. I was catching all the little ruts, and it was just a matter of time. It wore me out. I didn't know where I was at. There's no excuses in the main. The bike ran good. I just got tired. I know I'm not the guy to beat on pea-gravel stuff, but I can go fast on it. When it gets rough and races wear on like that, that's usually where I start to shine and move forward. Tonight I went the other way. I couldn't capitalize on the track being rough. That's something I've got to work on, and I know what to do with that. It'll get better."

On lap 23, the race ended when Murphree crashed hard on the back straight. Kopp was right in the middle of it.

"I was kind of on the move up," Kopp said. "The next thing I know, Johnny's pestering me. Coming out of turn two, my back end was coming around. I could tell someone was leaning on my back wheel and pushing my back end around. I was fighting it to save it, and all of a sudden the pressure was gone, so I knew they must have high-sided off my back wheel. I looked back and saw it was Johnny. He must have had a real good drive coming off two or something."

Springsteen followed his Hagerstown victory with a mediocre 12th-place finish.

"The bike is working good and everything, but starting in the back really handicaps you," Springsteen said. "You have to get a good start here (or) you just get sprayed down. There's so much calcium on the race track right now, my eyes are still burning. It's hard to make up ground from the third row. There was no problem with the bike. You just can't win them all. I just wish they were all as easy as two weeks ago. It was really hard to pass. We made some changes and got better, but it's really hard to come from the third row."

Morehead was even more upset with his 13th-place finish.

"I don't think I know anything about anything anymore," Morehead said. "We couldn't hit our ass for nothing. We came with a twin and should have had a twingle, was the big thing. We came here with a motorcycle that made good numbers on the dyno, but just couldn't do anything with it. We just got our ass beat. The race track here tonight was probably the best I've ever seen it, as far as being racy. No excuses. We just got beat and have to go on to another day. Everybody that was going good was on a twingle, but Roeder. Good for Geo that he did that well. He's a big boy, and if anybody could make one work, he can."

Even further down on the disappointment pole was Kevin Varnes, who had started the night up front but slowly worked his way to the back.

"We got rolling good early, but I don't know what happened," Varnes said. "I just kept fading. Somebody passed me every lap. The only thing we did to the bike after the heat was to switch wheels. I think maybe it was a little narrow. I wish I knew. The track was really dry. After the first couple of laps, it started grooving up."

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

Gary Rogers backed up his fast qualifying time by winning the first heat over Willie McCoy, Shaun Russell, the Eades brothers - Joe and Tim - Billy Martin, Rob Gette, Robert Weiss, Jeff Hiers and Stephanie Welch. It was the faster of the two heats.

The second heat was somewhat of a comeback heat. The win went to Rob Miller, who is coming back from an injury-plagued 1998, while second fell to George Richtmeyer, who is a former national number holder. Vintage racing has kept Richtmeyer sharp the last few years. Richtmeyer was chased home by Brian Kromroy, Nate Wait, Jason Fletcher, Michelle DiSalvo, Paul Normandin, Yuhiko Hirao and Gerry Booher.

In the 12-lap National, Miller hit turn one first, leading Russell and Rogers. McCoy charged to second, but Rogers was on the move. Rogers advanced one position per lap and had the lead, pulling away, by lap three.

Flying from deep in the pack was

Wait, and he took second by lap four. Wait appeared to be gaining on Rogers when, on lap eight, disaster struck for Wait. Exiting turn four, his Sportster spun down right in the groove. The remaining 15 riders all avoided the fallen rider, and the red flag came out.

As with every restart, there are winners and losers. The biggest winner was Richtmeyer, who jumped from seventh to second in one lap. Big losers included Wait, who made the restart only to coast to a stop in turn two of the first lap of the restart. McCoy dropped from second to sixth and, eventually, a seventh-place finish.

Miller was able to put Richtmeyer away and take second, behind Rogers. Richtmeyer held off the desperate advances of Shaun Russell for the last podium spot. Kromroy led Martin home in fifth. They were followed by the Moroney's team of Tim Eades, Jason Fletcher and Joe Eades, who rounded out the top 10. **CN**

Delaware State Fairgrounds
Harrington, Delaware
Results: May 22, 1999 (Round 3 of 22)

HEAT 1 (10 laps; 11 riders, top three transfer): 1. Geo Roeder II (H-D); 2. Bryan Bigelow (H-D); 3. Steve Beattie (H-D); 4. Shawn Clark (H-D); 5. Willie McCoy (H-D); 6. Ken Coolbeth Jr. (H-D); 7. Shaun Russell (H-D); 8. Garth Bastian (H-D); 9. John Nickens III (H-D); 10. Mark Miller (H-D); 11. Dan Butler (H-D).
Time: 4 min., 23.312 sec.

HEAT 2 (10 laps; 11 riders, top three transfer): 1. Scott Parker (H-D); 2. Steve Morehead (H-D); 3. Nicky Hayden (H-D); 4. Dan Stanley (H-D); 5. Jay Springsteen (H-D); 6. Brett Landes (H-D); 7. Kyle Long (H-D); 8. Ken Yoder Jr. (H-D); 9. Wade Camlin (H-D); 10. Paul Lynch (H-D); 11. Billy Martin (H-D).
Time: 4 min., 23.380 sec.

HEAT 3 (10 laps; 12 riders, top three transfer): 1. Chris Evans (H-D); 2. Will Davis (H-D); 3. Kevin Varnes (H-D); 4. Mike Varnes (H-D); 5. Dave Rayburn (H-D); 6. Mike Hacker (H-D); 7. J.R. Schnabel (H-D); 8. Marco Morello (H-D); 9. Jose Aguilar (H-D); 10. Jason Sentell (H-D); 11. Tim Eades (H-D); 12. Jim McIlvena (H-D).
Time: 4 min., 24.816 sec.

HEAT 4 (10 laps; 12 riders, top three transfer): 1. Chris Carr (H-D); 2. Kevin Atherton (H-D); 3. Rich King (H-D); 4. Johnny Murphree (H-D); 5. Dave Camlin (H-D); 6. Gary Rogers (H-D); 7. Joe Kopp (H-D); 8. Joe Eades (H-D); 9. Greg Teague (H-D); 10. Bob Knapp (H-D); 11. Jerry Vanderkooi (H-D); 12. George Richtmeyer (Yam).
Time: 4 min., 24.405 sec.

SEMI 1 (8 laps; 11 riders, top two transfer): 1. Dave Camlin (H-D); 2. Jay Springsteen (H-D); 3. Mike Hacker (H-D); 4. Shawn Clark (H-D); 5. Shaun Russell (H-D); 6. Joe Eades (H-D); 7. Billy Martin (H-D); 8. Jose Aguilar (H-D); 9. Jerry Vanderkooi (H-D); 10. Mark Miller (H-D); 11. Ken Yoder Jr. (H-D).
Time: 3 min., 34.856 sec.

SEMI 2 (8 laps; 11 riders, top two transfer): 1. Dan Butler (H-D); 2. Dave Rayburn (H-D); 3. Willie McCoy (H-D); 4. Kyle Long (H-D); 5. Paul Lynch (H-D); 6. Garth Bastian (H-D); 7. Marco Morello (H-D); 8. Greg Teague (H-D); 9. Tim Eades (H-D); 10. Gary Rogers (H-D); 11. Dan Stanley (H-D).
Time: 3 min., 37.205 sec.

SEMI 3 (8 laps; 12 riders, top two transfer): 1. Johnny Murphree (H-D); 2. Joe Kopp (H-D); 3. Mike Varnes (H-D); 4. Ken Coolbeth Jr. (H-D); 5. J.R. Schnabel (H-D); 6. Brett Landes (H-D); 7. Bob Knapp (H-D); 8. John Nickens III (H-D); 9. George Richtmeyer Jr. (Yam); 10. Wade Camlin (H-D); 11. Jason Sentell (H-D); 12. Jim McIlvena (H-D).
Time: 3 min., 34.886 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Geo Roeder II (H-D); 4. Will Davis (H-D); 5. Kevin Atherton (H-D); 6. Chris Evans (H-D); 7. Bryan Bigelow (H-D); 8. Nicky Hayden (H-D); 9. Rich King (H-D); 10. Dan Butler (H-D); 11. Joe Kopp (H-D); 12. Jay Springsteen (H-D); 13. Steve Morehead (H-D); 14. Kevin Varnes (H-D); 15. Steve Beattie (H-D); 16. Dave Rayburn (H-D); 17. Dave Camlin (H-D); 18. Johnny Murphree (H-D).
Time: None, due to red flag.

AMA GRAND NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 3 of 22 rounds): 1. Chris Carr (51); 2. Nicky Hayden (44); 3. Will Davis (39/1 win); 4. Jay Springsteen (38/1); 5. Scott Parker (34/1); 6. Rich King (31); 7. Kevin Atherton (29); 8. (TIE) Brett Landes/Bryan Bigelow (26); 10. Joe Kopp (21); 11. (TIE) Dan Butler/Geo Roeder II (19); 13. Kevin Varnes (17); 14. Ronnie Jones II (15); 15. Chris Evans (13); 16. (TIE) Johnny Murphree/Dave Camlin/Steve Morehead/J.R. Schnabel/Ken Coolbeth Jr. (12).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Gary Rogers; 2. Rob Miller; 3. George Richtmeyer Jr.; 4. Shaun Russell; 5. Brian Kromroy; 6. Billy Martin; 7. Willie McCoy; 8. Tim Eades; 9. Jason Fletcher; 10. Joe Eades; 11. Rob Gette; 12. Yuhiko Hirao; 13. Michelle DiSalvo; 14. Paul Normandin; 15. Jeff Hiers; 16. Robert Weiss; 17. Nate Wait.
Time: None, due to red flag.

AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINTS STANDINGS (After 2 of 15 rounds): 1. Gary Rogers (46/2 wins); 2. (TIE) Shaun Russell/ Rob Miller (34); 4. Willie McCoy (28); 5. Billy Martin (24); 6. Joe Eades (21); 7. Michelle DiSalvo (19); 8. Tim Eades (18); 9. Brian Kromroy (17); 10. (TIE) Nate Wait/George Richtmeyer (16); 12. Paul Normandin (14); 13. Rob Gette (13); 14. (TIE) Jason Fletcher/James Hart (10); 16. Scott Stump (8); 17. Yuhiko Hirao (7); 18. Joe Duvall (6); 19. (TIE) Jeff Hiers/Kyle Long (4).

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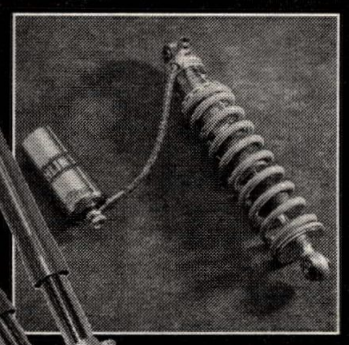

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1999 KTM Duke II

Minimalist

Second coming: KTM is hoping that its redesigned Duke II will continue to achieve the sales success that the Austrian company has enjoyed since introducing the Supermotard-style bike in 1994. Since then, 5000 units have been sold.

By Alan Cathcart

As the Naughty '90s draw to a close, few bikes sum up the contradictions of the past decade better than the KTM Duke. In an era when speed is king and performance rules, a single-cylinder street rod produced by the world's leading off-road manufacturer has delivered the most fun for the least power of any motorcycle with lights and a license plate. As 5000 fortunate owners (see "Duke dynasty" sidebar) will attest, this is minimalist madness that's a fun-biking freakout, inviting you to indulge in cornering, curb-jumping, street-racing and country-roading on a bike that does everything sporty that you tell it to do both easily and immediately, except blast down a freeway at ton-up speeds. If that's what you want to do, go buy a race replica, but for almost every other kind of two-wheel laughs in the past half-decade, the KTM Duke has been the benchmark product. And now, it just got better.

Unveiled at Intermot '98 and now entering production, the Duke II is a conscious effort by KTM to not only relaunch what is, after all, a 5-year-old concept with some fresh looks and uprated hardware (even though you could hardly accuse the original Duke of looking dated!) but to make it more of a road bike than a converted motocrosser - less street enduro, more street single. However, just to cover all their bases - at least in Europe - KTM has underpinned the new model with the LC4 Supermoto, a halfway house between the Duke II and the company's Hard Enduro range. As such, it's the Austrian firm's exact equivalent of its Husqvarna rivals' SM610, complete with off-road styling, big front mudguard, longer-travel suspension (and therefore, a taller seat height) with conventional leading-axle WP forks, and about 15 pounds less weight than the Duke II, while also producing 10-percent less power from the same 640-series (625cc) engine. The Supermoto is also available with the 2mm-shorter stroke 620cc motor (in fact, 610cc), which just has a kickstart, whereas the Duke only comes one way, with the bigger engine and an electric leg. Unfortunately, the Supermoto won't be coming to America.

As a wimp who prefers to avoid reliving my years of kicking British and Italian singles into action - especially when you stall it at idle while at a set of traffic lights in front of a line of cars - just about the best thing KTM did to the Duke in the past five years of its Series One life was to fit the electric start three

Madness

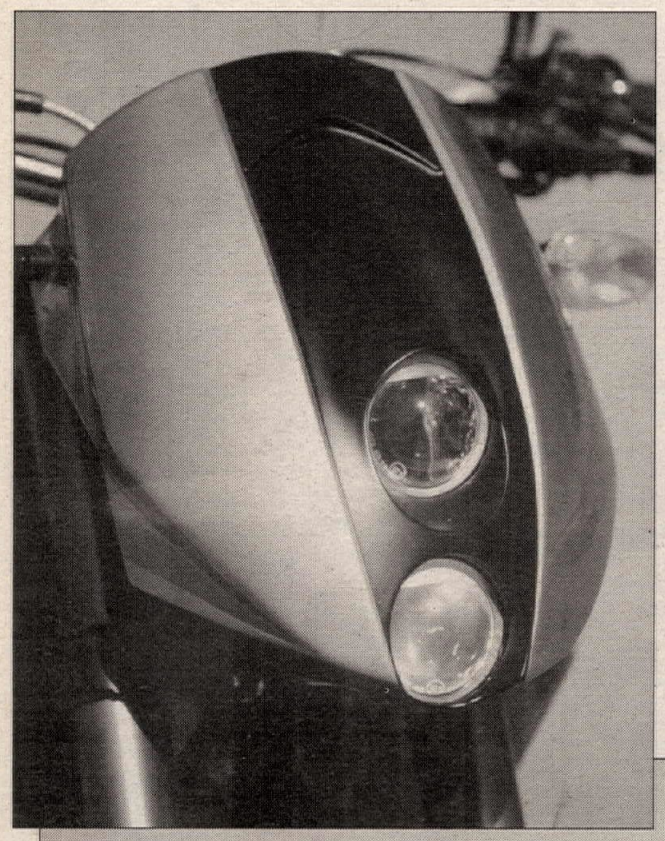
Fun, fun, fun: The torquey four-stroke single and nimble-handling chassis entices thrill-seekers to push the bike hard, making it a hooligan bike of the highest magnitude.

years ago - that, and to add the counterbalancer, which removed some, though not all, of the vibration from the SOHC four-valve LC4 motor.

This engine began life back in 1986 in 550cc form, weighing under 70 pounds (including carburetor), and was a lesson to all other four-stroke single engine builders on how to deliver usable power without excessive weight - poke, without pork. Chief engineer Wolfgang Felber's own title-winning KTM road racer was the first Supermono to tip the scales at under 220 pounds, and that philosophy still holds good on the Duke II today. In spite of a host of improvements, the new bike weighs in at just over 4 pounds more than its predecessor, 319 pounds dry. That is due to a lightweight motor which still scales at 83.6 pounds complete in spite of having added the electric start, a bigger piston and valves, the balance shaft, a second oil pump, beefed-up gear pinions, and lots of sound-dampening rubber - oh, and a bigger BST40 Mikuni carb. Yamaha has rightly been given lots of credit for rewriting the rule book of four-stroke MX/enduro engine design with the YZ400F, but KTM was there first a decade ago with a bigger-capacity version that's also street-friendly. The Duke II continues to benefit from that philosophy.

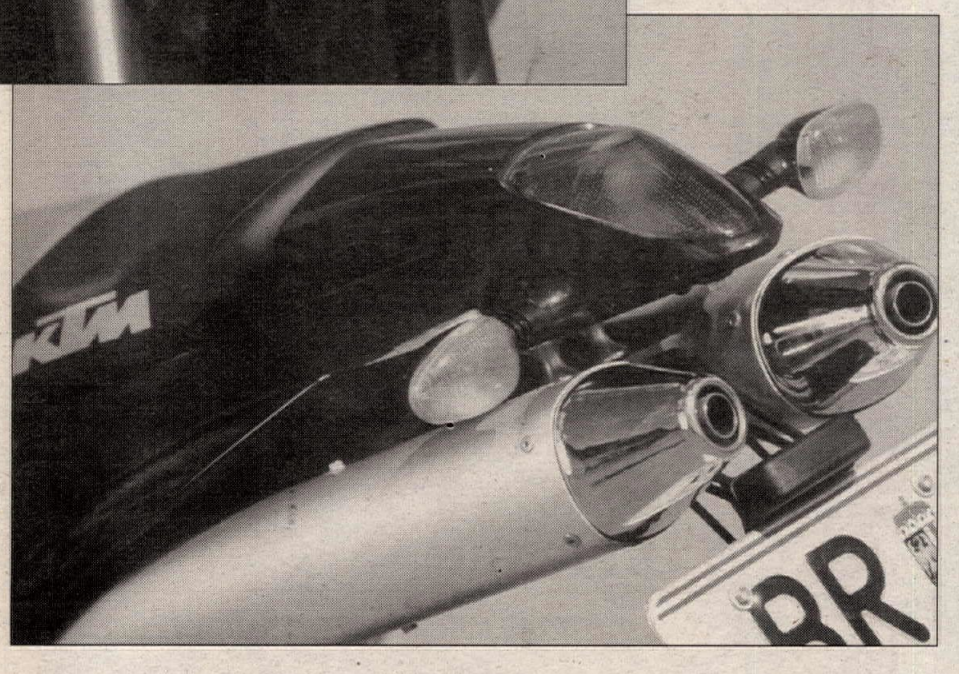
The 640 engine in the new model is unchanged from Duke I guise, according to Felber, apart from a larger airbox and all-new anodized exhaust with twin Niro silencers under the seat in 916-enduro style. These work on the resonance principle and are mainly responsible for the 10-percent hike in power compared to the old bike, with 55 bhp now on tap at 7200 rpm. Largely unchanged, too, is the chrome-moly tubular-steel chassis, which has a new, stiffer, polished-alloy swingarm (but the same linkage for the WP rear shock), and with 43mm WP upside-down forks replacing the old 40mm numbers. The forks are 20-percent stiffer on compression damping than the same front end on the Supermono bike, says Felber, giving more tarmac-friendly handling. Latest-spec Brembo brake hardware (a single 320mm front disc and four-pot caliper, as before, with a 220mm rear) is now mounted to the new-generation BBS cast-alloy thin-spoke wheels developed in Supermono road racing by the MuZ works team, which, unlike the wire wheels on the Duke I, allow tubeless BT92 Bridgestones to be fitted, in turn reducing unsprung weight.

They look nice, too - though in the more, er, vivid of the two color schemes, a lime-green-and-black combo with the wheels painted black as well. Some 555 examples of the "godawful green god-



(Left and below) Something new: The stacked ellipsoidal headlight unit is actually a Gerald Kiske original design for the KTM Unit concept bike; the same styling found its way onto the Tamburini-styled MV Agusta. And something borrowed: The new twin exhaust unit tucks up under the seat on the Duke II, à la Ducati 916.

(Above) The electric-start, SOHC 640-series engine displaces 624cc and is largely unchanged from the first-generation Duke, save for an improved dual exhaust system.



dess" will be built this year year alongside 1000 versions of the more sober titanium-silver color scheme. (Only the silver version is slated to be sold in the United States.) The price is the same either way, though: a pretty steep $7898. Hey, if you can sell every one you make just by opening an order book, it makes sense to price the product profitably.

To restyle his Duke I concept by working on the basis of his Unit project bike displayed at the 1996 Cologne Show, designer Gerald Kiske has retained the innovative double-stack ellipsoidal headlight introduced on the Unit in spite of problems entailed in meeting EU requirements to do so.

"But in the end, we found a small company in Italy run by ex-CEV employees who made the lamps for us with the position light inside the upper lens," says Kiske. "So I was able to keep the 'face' of the bike as distinctive as I wanted it to be, though it was also a big compliment that Mr.Tamburini copied my idea on such a beautiful bike as the MV Agusta!"

And he did, a year after the Unit appeared. It's hard to think of two bikes more different, though - especially when you sling a leg over the Duke II and find that, even with the lower 860mm seat height, a 6-footer such as myself still has to tiptoe around to back the bike out of its parking place - something I found out immediately at KTM's Catalunyan launch base near Barcelona, in the shadow of Montserrat, the holy mountain. A few laps of the slippery, snaking Can Padro race circuit, where all of Europe's leading Supermoto racers come for suspension testing and training, proved the fat rims and grippy rubber give lots of cornering angle, aided by the stiffer swingarm and short forks which make for a very direct-steering, quick-handling package.

When you head out onto the highways, looking for action and focusing on fun, that's what the Duke delivers - anytime, anyplace. The bike is so light and agile, you find yourself scorning straightaways and looking for curves, just to relish the thrill of chucking it into turns with your foot hovering above the tarmac, just in case the rear Bridgestone steps out and you need to catch a slide. Only it doesn't. Grip is good, unless you decide you want to play "chirpy, chirpy, cheep-cheep" on the tarmac and practice backing the Duke in by stepping on the back brake. Or else - well, how about a stoppie at this set of traffic lights? No problem. Wheelie it up when it's green for go? Easypeasy. Fancy a shortcut over that bit of waste ground to miss out on this line of traffic? Not a worry. Maybe we need to use a bit of sidewalk here to cut a corner. Seems the BBS cast wheels are plenty strong enough to curb-crawl in safety... Yes, this is a bike guaranteed to bring out the hooligan in anyone, and to make sure you have fun giving in to your basic motorcycling instincts.

Not all is perfect, though. There's more vibration than you'd expect when sitting on the Duke II at rest, but though this smooths out at lower rpm when you pull away, it returns progressively as the revs mount, and at much over 6000 rpm you won't want to hold a constant cruising speed if you can help it - even though it's between 5000 and 7000 rpm that the four-valve street single really comes alive. Though the bike will just about top the century mark okay, it's not built for highway work, especially as the widespread Magura bars that give such good leverage and easy steering in tight corners also ensure that you have to hold on hard to avoid getting blown off the back at high speeds.

But a constant 75-mph speed is no problem, apart from the vibes, and after pulling off idle, there's an extra dose of grunt from the four-valve motor above 5000 rpm. Torque is definitely improved over the old bike, all the way through the rev range, presumably thanks to the exhaust system - meaning that while the sharp-shifting five-speed gearbox is very precise and easy to use, there's not a lot of point in working it hard with an engine as flexible as this, unless you want to really max out performance. It's a buzz - well, in both ways.

The Duke II hasn't lost its hard-

The Duke Dynasty

The Duke debuted in April 1994, a product of a year of intensive development by a company that had gone bust when KTM filed for bankruptcy in December 1991. But a rescue plan mounted by Swiss venture capitalists Exantra, together with a group of the firm's leading importers, saw the company soon back on its feet again. Since then it has rapidly grown to its present position as the world's leading off-road manufacturer, capable of defeating its Japanese and European rivals in motocross, enduro and desert-rally competition, and producing over 26,000 powered two-wheelers in 1998. KTM's commercial revival on the back of its sporting success is ensured, allowing the Austrian company to take over Sweden's Husaberg four-stroke off-road motorcycle works and Holland's WP suspension supplier, and to work on expanding its range by developing its own 800cc 75-degree V-twin engine, which is scheduled to make its debut in the 2001 Dakar Rally and to reach production the following model year.

The Duke's development therefore parallels KTM's revival, and the fact that a company previously known exclusively for its off-road expertise should produce such a single-minded street rod that sells out each season is a reflection of its growing self-confidence. In fact, the bike is the product of the enthusiasm of two men, both 30-something specialists in their respective fields, who dreamed up the Duke back in 1993 and sold the idea to KTM's dynamic new owners: Wolfgang Felber, now chief engineer and boss of the company's R&D, and Gerald Kiske, boss of KTM design and an Austrian version of Massimo Tamburini, who focus on off-road design creativity.

Felber, a former 250cc GP road racer and two-time German Supermono champion on his self-built KTM Single Racer, saw a means of combining his day job of producing off-road excellence with his love of light, nimble street singles, while Kiske relished an opportunity to deliver some original thought to the world of Supermotard design. For that's what the Duke was intended to be: a series-production version of the French MX-derived hooligan-bike street rods - but by an established manufacturer - delivering fun, fun, fun from KTM's four-stroke LC4 family. Minimalist madness, the street-legal way.

And that's how it turned out, with the perky-looking debut Duke produced in both 400cc and 620cc versions for 1994, each equipped only with a kickstarter and painted in a vivid orange/black color scheme. Just 500 bikes were produced - KTM management still wasn't sure they'd backed a winner - but the instant sellout prompted a hike in production to 800 examples of the '95 version, which was the same, apart from the black color scheme. It was still back-ordered, though, so for '96 KTM got serious and took steps to make the bike more user-friendly and streetable, adding electric start for the first time, as well as a second oil pump and a gear-driven counterbalancer to reduce vibes.

Painted in gold and metallic black, the 1000 bikes built sold out even quicker than before, even though the 400cc version had now been dropped. This prompted an increase in production to 1200 bikes for 1997, unchanged apart from a switch to red and black colors. But by now KTM had started offering Duke Adventure Tours restricted to owners of the model: organised tomfoolery by any other name. Then, for 1998, the final year of first-series production saw an increase in capacity to 640cc (obtained by stroking the engine 2mm, rather than an overbore), and the resulting 101 x 78mm format saw increased torque, delivered in an orange-liveried bike. Another 1500 of these were produced, making 5000 Dukes manufactured in total, during the first half-decade of production - not bad for a niche product dreamed up over countless cups of coffee by its two creators, but by now the Double-F team of Felber and Fiske were hard at work on a new-generation uprated version. The Duke II, launched at Intermot '97 and now entering production, is the result.

Brakes are the latest Brembo hardware, with a single 320mm rotor and four-piston caliper providing the majority of the stopping power. The 43mm WP conventional forks replace the old 40mm units and are valved for greater compression damping.

edged appeal in its revised form, though it still is by no means a Supermono race replica: Think streetrod, not sportbike. The front wheel stays planted in turns, while you slide the back end around on the brake or on the throttle - though the Pirelli street-enduro tires fitted to the Supermoto are arguably better suited to this kind of bike than the grippier Bridgestones; maybe a front Bridgie and rear P-type would be the hot tip. But whatever the choice, the Duke is a bike that invites - even commands - you to work hard at riding it. This is not a motorcycle you can hop aboard and just cruise around on - not that you'd want to anyway. Using the engine's torque to propel you out of a turn invites the front wheel to pop up and the bike to get all squirrely - just as it did on the way in if you stepped too hard on the back brake. The improved Brembo brakes and the bike's light weight give excellent stopping power (the single front disc is more than up to the task, without heavying up the steering by fitting its twin), and while the suspension is not as supple as it was previously, I preferred the 640 Supermoto's fork settings, as they're more compliant and responsive, and also improved ride quality over bumpy roads. It makes the Duke even more of a tarmac tool than ever before, only one that requires even more commitment from the rider en route to taking full advantage of KTM's evident design objective, which is to deliver the street-sweeper supreme - a guaranteed grin-bike.

Overall, then, the Duke II's makeover has been a success - and if you don't agree with all the changes that KTM has made, the Supermoto or even the Six Days street-enduro versions of the LC4 family provide a viable alternative. Really, what KTM has done here is to offer the fullest possible range of four-stroke street singles to satisfy every possible taste... well, all apart from an outright cafe racer.

Singles to go. You to decide how you want 'em! CN

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Five-time World Champion Mick Doohan

Mick's Doohan okay

By Paul Carruthers

MENLO PARK, CA, MAY 20

Five-time 500cc World Champion Mick Doohan was released today from The Recovery Inn, an after-care center in Northern California, just six days after surgery to repair a broken right leg, left forearm and left shoulder. He checked out with a bit more metal than he'd checked in with - 18 more screws and three more plates - but in a little less hurry than in his two previous visits in 1992 and 1993.

Although he is certain to charge into his rehabilitation with his normal abandon, Doohan isn't in a big rush to get back to the rigors of 500cc Grand Prix racing. This time he'll take his time - at least that's what he said just two weeks after his horrific crash in Jerez, Spain. Initially, it was reported that Doohan would be back on track in two months. Hogwash, according to the 33-year-old Australian.

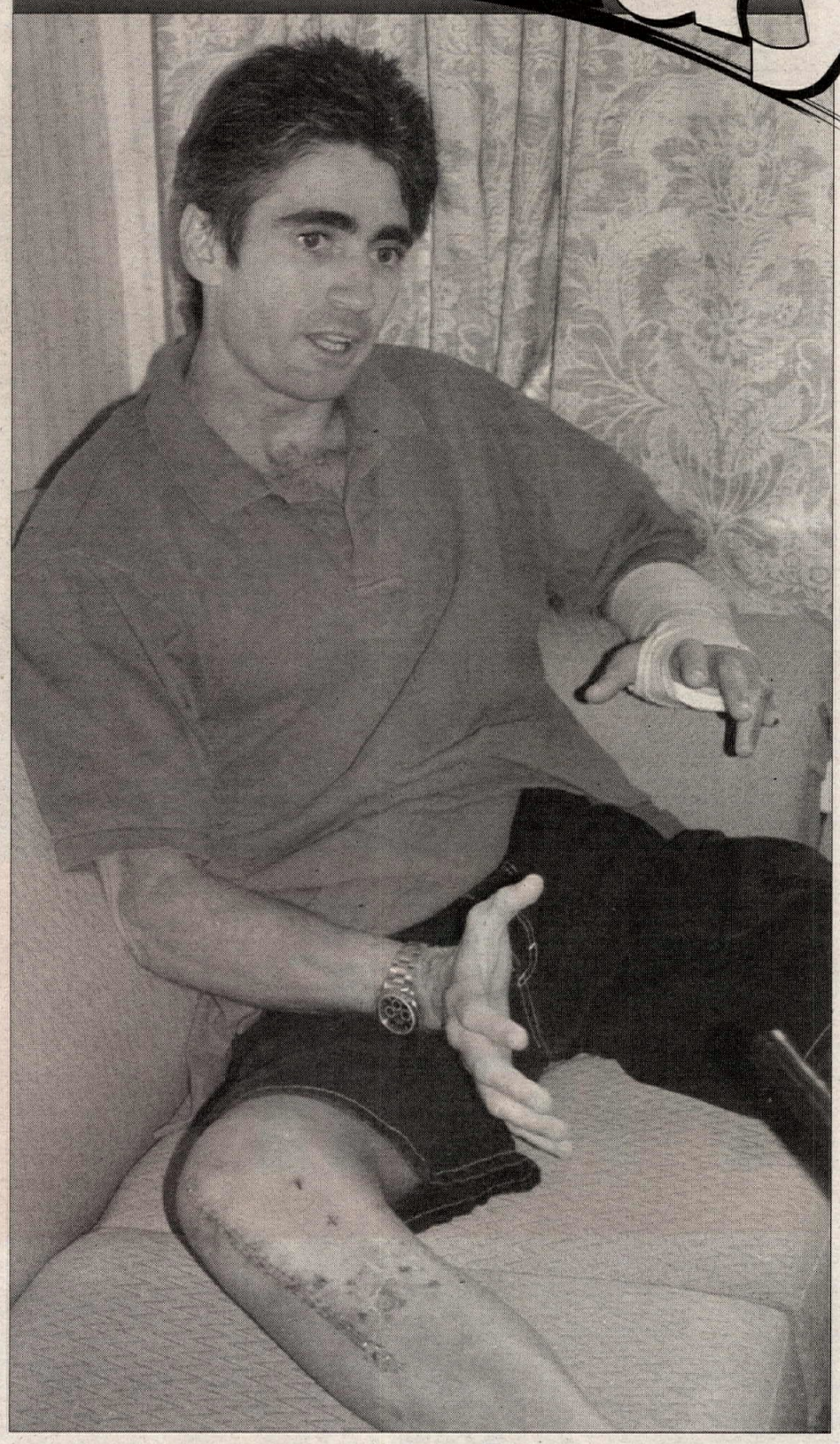
"I haven't said two months whatsoever," said Doohan, who had granted interview time only to *Cycle News* and three Australian television networks. "The only thing I've mentioned is that maybe I might come back for the Czecho Grand Prix, which is at the end of August - that's still quite a few months away; it's definitely not two months away. At the moment, I'm in no rush. There was once upon a time when I was in a rush, but at this point and time in my career, I only really do it for fun. And being in this condition at the moment isn't a lot of fun. What I want to do is get myself back together, and when I feel like I'm strong enough, then I'll go out and ride again. Until I feel that I've reached that point, then I'm in no rush. I want to keep the spirit for the team high, and I'd like to ride again before the season's out. The team understands the condition I'm in. We went through a fairly big crash, and we're lucky to come out of it with the injuries I sustained. To put a realistic date on it, less than a week after the operation, is dreaming. We'll take it step by step at the moment and make predictions further down the track."

What he does know for certain is that this year's championship is gone. After an incredible five straight seasons of being the 500cc World Champion, Doohan won't carry that title in 2000. But even that doesn't seem to bother him all that much.

"I realized that the first year that I won the championship - that I was going to lose it one day," Doohan said. "So that's not really a problem. When you're at the top of any sport, there's really only one way to go, and I realized that a long time ago. That was the furthest thing from my mind when I crashed. It was just like, 'Okay, I've got some bad injuries,' and it wasn't just in one spot, it wasn't in three spots, it was all over my body. Then it was just, 'Okay, I've got to go and get some work done on myself. Let's go and do it.'"

As always, Doohan's first thought was to get to Northern California and back to the men he trusts the most to put him back together - Dr. Arthur Ting and Dr. Kevin Louie. A frightful first night in a Spanish hospital only further hastened his departure for California.

"That's one thing we really need to do with our sport - pick up the medical side of it," Doohan said. "Dr. (Claudio) Costa (the GP medic) came with me to the hospital in Seville, but it was only because I told them to let him in that they finally let him in to where they were looking at me and X-raying me. He doesn't speak much English, so he actually brought another doctor along to spend the night with me, but they wouldn't let him spend the night. It was pretty frightening. I was in a splint, and they put it on so tight that I couldn't feel my toes. It wasn't until 5 o'clock in the morning that I convinced them that I couldn't feel my toes and they actually loosened it off. I knew I had to get out of there."



The cause of Doohan's crash has been the topic of much debate. He knows he made a mistake, hit a slippery white line and crashed. He also retains the confidence that he was doing exactly what he gets paid to do - go fast - when it happened. That said, he is quite disappointed in some of the criticism that has been directed at him. Why was he going so fast on a Friday? Why was he taking a risk in iffy conditions? Doohan, who shouldn't really have to defend himself, did exactly that when describing the things that led up to the accident.

"I read an interview that said it was an amateurish mistake," Doohan said. "I was like, 'Really?' What are we out there to do, just mosey around?' It had been raining, and it was getting dark again. Okay, the forecast was supposed to be for good weather, but we've had forecasts for good weather and had terrible weather. There was a window of opportunity, and the race track was dry. There was talk about the other guys that I was a lot quicker than - but the guy I was a lot quicker than at the time, he normally finishes 22nd. That was the guy who was on pole position at that particular time, so let's put it into perspective. It's disheartening to read that stuff, and it's a shame we have people who are always trying to look for the negative. I read that I've only raced against Alex Criville in the last five years, so what happened to Kevin (Schwantz)? That puts Kevin to shame and all the other people - the Biaggis, the Okadas. Actually, Alex Criville was only for one season. It's disappointing.

"Anyway, we sat in the pit for 25 minutes and a few guys were rolling around," Doohan continued. "The track looked dry, so we put some slicks in there. We went out, and it was fine. There were dark clouds coming in, so we decided to go out and get on the grid. I went out and just caught a white line on the first flying lap. It was like, 'Wow, how slick is that?' So it was, 'Okay, we'll stay away from those.' I'd been speaking to Randy (Mamola) between the sessions and had actually mentioned how slick the white lines were in the dry."

At this point, one of Doohan's Repsol Honda mechanics, Dick Smart, interceded.

"Alex (Criville) came into the pit, and he'd gone out on intermediates," Smart said. "I went and looked at his tire, and it was shredded. We made the right choice to go on slicks."

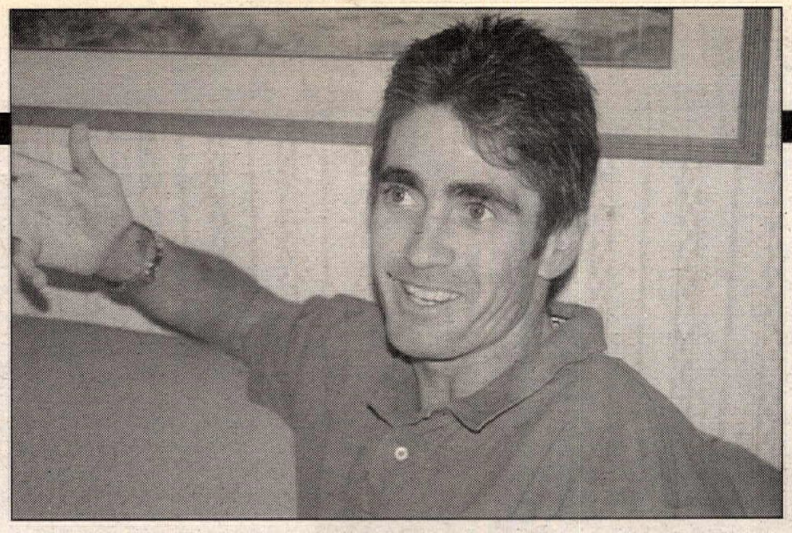
Doohan recalls everything leading up to the incident, but little after that.

"Turn three, you come out and you short-shift from second to third, and as it builds rpm from low down, it actually starts to spin," he said. "You pick it up and drive it to the white line, but I wasn't planning on hitting the white line. Just before it hit the white line, it started to spin. Because I was close to the white line, it just stepped out and just went. It built rpm and I was... Normally, when you crash, it's like, 'Oh, I'm crashing.' This one I was upside down and it was like, 'I've crashed.' That's all I remember. Initially, I was unconscious, and I didn't even know I'd hit the fence. It wasn't until that night in hospital that I watched it on Eurosport news that I could see it. 'Wow, I hit the wall with a bit of impact - that's why I'm feeling the way I am.' I gained consciousness before I got to the medical center, but I couldn't comprehend anything until I got to the medical center. The first thing I remember is them asking me if I minded them cutting my leathers off. I was like, 'Go for it, I can get more.' Then I could see that my leg was shooting off in the wrong direction. Dr. Costa was there, and I asked him what was wrong. He told me my shoulder, my arm and my leg. Basically, we knew we had to get out of there and see Dr. Louie and Dr. Ting and get fixed up.

"As far as pushing too hard too early, this is World Championship stuff. We are out there playing for the World Championship - it's not a two-buck trophy at a local club meeting. We were doing what we know how to do: get out there, get a better setup and go quicker than everybody else every time we're out there. It's not like we say, 'All right, we'll just roll around out there today.' What we plan on doing every time we go out is being the quickest."

Now it's time to mend. Looking far better than you'd expect for a man who has had a rather harrowing 14 days, Doohan realizes what lies in front of him. After all, he's done it before. This rehabilitation stuff is far from new for Doohan.

"They've done a fantastic job of



Mick Doohan was in a good mood the day he was released from the hospital in Menlo Park, California - despite the fact that he'd only recently undergone surgery that saw screws, pins and a bone graft performed on his broken right leg.

putting me back together," Doohan said. "It's not a big problem. These guys here, Dr. Ting and Dr. Louie, have done a fantastic job, and the people here have looked after me fantastically. The pain's not too bad, you know. They're releasing me out of here today. I don't know, you tell me what it'd be like to have broken bones a couple of weeks after you'd done it."

Ting says that Doohan is an iron man, perhaps the toughest patient he's ever helped. Like everything else, Doohan doesn't take much credit for being a tough guy.

"Everybody is different," he said. "Basically, I've just got to heal up the best I know how. There's no heroism, there's no 'Look how cool I am.' It's just that I'm broke at the moment and I have to try and get better. If I'm in pain, people know I'm in pain. If I'm not in pain, then I don't pretend to be in pain. That's just the way I do things."

Doohan will be here for a while. He's opting to rehabilitate in the United States, and he won't go home until the birth of Mick and his girlfriend Selina Sines' first child in August. Selina will depart in the coming weeks to prepare for the baby, leaving Doohan to begin the arduous task of getting back to peak fitness. In between, he hopes to make a few trips to Europe "to support the team and do a charity day up in England." Then it could be a return to action in Brno on August 22; if not Brno, then at one of the following races. The key here is that Doohan will return - even if he doesn't know for exactly how long.

"I've never said I'm retiring, and I'm not saying I'm retiring now," Doohan said. "I'm contracted to race the '99 season, and I crashed - it's not the end of the world. I guess it's different in a way, but it's the same as a golfer having a bad day. My bad day is a little bit different, but it doesn't really make too much difference. I'm not afraid to put on the leathers, put on a helmet and jump on a motorcycle. It wouldn't make any difference to me if I could put them on right now and go again. My confidence isn't shot at all. I made a mistake, and I paid the price. I hit a wall and did myself a little bit of injury."

So Doohan's "little bit of injury" isn't enough to keep him down, and he says he's not retiring. He does, however, mention the "R" word in a way that he hasn't mentioned it before.

"We'll take it one step at a time," Doohan said of his future. "I do this for fun, and at the moment it's not a lot of fun. Every year I've been saying I'm going to stop, and whether this year is that, I'm not sure just yet. I'll make an announcement every year what my plans are for the following year. Chasing championships isn't something I really do - chasing race wins is what it's all about. If I get enough wins to be champion, then well and good. I've been fortunate enough to win five championships, and I've put in a lot of work - and it paid off. I couldn't put in any more, and I couldn't get any more out of it, so I'm pretty happy with what I've done. If I were to stop today, at least I know that I've got everything out of it that I wanted to get out of this sport - and I'm pretty happy with it."

But just when he starts to hint at retirement, he can bring a smile back to the face of any racing fan by adding, "I'm still looking forward to hopping back on a bike."

Since he's been in Northern California, Doohan has been visited by three-time 500cc World Champion Wayne Rainey. He's also been swamped by get-well letters and faxes, the majority of which come from his homeland.

"The Australian public has been very supportive, and I'd like to thank everyone for sending their faxes and well wishes," Doohan said. "It's amazing to realize that people feel this way about me. It's a shame they're not congratulation faxes, but they definitely mean a lot to me, and that's one of the reasons why I do it - because the public out there loves it so much and I can give them what they want."

One of Doohan's injuries that didn't get much publicity is the one to his shoulder. That shoulder, in fact, is still suffering from partial paralysis, though Ting is confident that there is no permanent damage.

"I've got a little bit of movement in the left shoulder, but I still can't move it forward that much," Doohan said. "The doctors seem to think that it will come on. My hand's working all right, and I can flex my bicep. I guess it's just an impact injury. I won't be lifting too many beers off the bar at the moment, but I'm quite confident that it's getting better now. Definitely, since I've been in here, it's gotten a 100-percent better from where it was. I could hardly lift my shoulder at all. I'm quite confident that by the end of the month it should be back to normal."

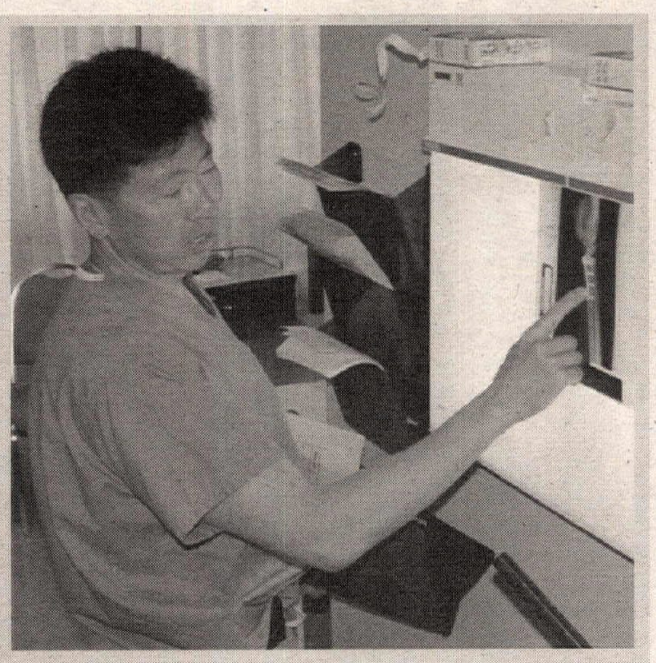
While rehabilitating over the next several months, Doohan is certain to keep up on Grand Prix racing. The 500cc World Championship is now wide open. As Carlos Checa so aptly pointed out, Grand Prix racing without Doohan is "like an orchestra without its conductor." Doohan thinks the title fight will go to the very end.

"It's hard to say what will happen," Doohan said. "At the first two race tracks, (Kenny Roberts) Junior and Suzuki tested their brains out. They got the results they were after, but now the work's going to happen for them when they get back to Europe. The Europeans are back in Europe. I think definitely Alex (Criville) has a good shot at it - he really has to put it together this year. I think last year, really, he should have done the business. I was on my ear a few times, and I broke down once - he really should have capitalized on that. Now he's got another opportunity this year. If he doesn't make it this year, it's going to be hard work for him. Junior is riding well, and he's matured a lot in the last 12 months, and he's working hard off the bike. They've also got the Suzuki working really well. Then we have to see what (Max) Biaggi is going to do - how strong he's going to become. It'll just be to see if his head overcomes his ability. If he can stay grounded, then I think he's got a prospect as well. Alex will be under more pressure, but for me that kind of pressure drives me. We don't really know how he performs under pressure yet. We saw last year that Biaggi folded under pressure, and we've just got to wait and see. Pressure is a hard thing to cope with - riding and not thinking about the championship. A couple of them have been in a championship-leading position before, but not when it counts. I guess we've got to wait and see how they perform when it gets to the point where they start thinking, 'Should I be racing, or should I be conservative?' It's harder than just going out saying, 'This is a race, so let's race.'"

And they will race, but they will do it without their champion. And although the racing may suffer without him and an era may truly be drawing to a close, Mick Doohan's going to be all right.

That's what counts most of all. CN

The body tuner



When most of the top road racers in the world fall down and get hurt, the first thing they do is call Dr. Arthur Ting. The next thing they do is fly to San Francisco, California. It doesn't matter if they get hurt at Daytona, or if they get hurt in Brazil. They still end up at Ting's.

He is to his art what Doohan is to road racing: the best. And the riders know it. Ting believes the first road racer he worked on may have been Kenny Roberts - Senior! He knows he's worked on Kurtis Roberts and Kenny Jr. since, and they are on a long list that includes Doohan, Wayne Rainey, Miguel DuHamel, Jason Pridmore and several others. He works hand in hand with Dr. Kevin Louie and several other top orthopedic surgeons to do exactly what these guys want done: He gets them back on track in peak physical condition in a shorter period of time than normal.

"I just believe that Dr. Louie and Dr. Ting and the other doctors involved, they know my history," Doohan says of why he chooses to come to California. "They know the other work I've had done - they were involved with some of it. Their expertise is second to none throughout the world, and I think some of the work they've done is unbelievable. I just feel confident here. Basically, I don't know what kind of treatment I'm going to get anywhere else - but I know here. America pretty much sets the standard for medicine around the world as far as first-class treatment and new inventions, so why not come to the best place there is? These doctors here are at the top of their league in medicine. Why put yourself in front of the ball again; why not go straight to the good guys? That's why I came straight to San Francisco."

If Doohan speaks highly of Ting, then the admiration is mutual. Ting says Doohan is the toughest of the tough.

"It's quite remarkable," Ting said of Doohan's release from hospital just two weeks after his crash. "But in dealing with Mick before and his past injuries, it doesn't surprise me. I think it's a true product of his own protoplasm, his own makeup, his biology, of his body being able to heal so quickly. Mentally, he's done a phenomenal job. He's always had a real positive attitude. He's a very stoic patient and he requires very little pain medication. Quite frankly, I've probably never seen anyone like him. He's probably our best patient in regards to that."

Despite his strong constitution, Doohan's injuries are severe and shouldn't be taken lightly, Ting said.

"He's still healing," Ting said. "His blood count is down, so we're still monitoring that. He lost a significant amount of blood. His wounds are looking pretty well, and they should be healed by the end of this week. I think the hospital atmosphere is something that he does not enjoy. He'd rather be on his own than having nurses come in every few hours to take his blood pressure and his temperature. We'll have follow-up X-rays, monitor his blood count. And he also suffered partial paralysis to his left shoulder, which is recovering slowly. Based on the exam by the specialist, there's an excellent prognosis that he will recover from it, and he has already started to. It's his left shoulder, and originally he was unable to move it."

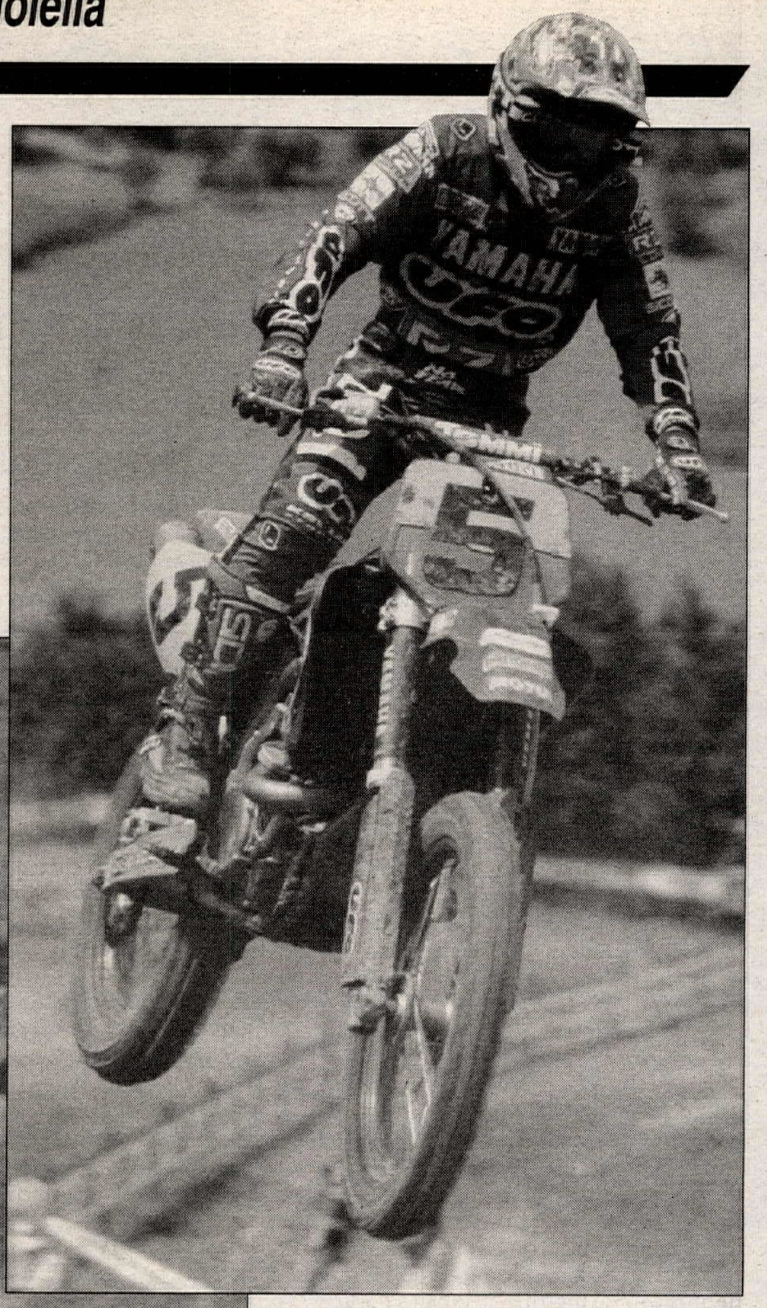
A team of four surgeons worked on Doohan on May 14. Two trauma experts worked on Doohan's right tibia, the most severe of his injuries. Two others repaired the dislocation/fracture of his left collarbone and then moved to his left wrist, which was plated and screwed. In addition to screws and pins, a somewhat experimental bone cement was used to graft the top of Doohan's tibia.

When asked if an August return is a reasonable expectation for Doohan, Ting said: "Anything is reasonable for him. I don't want to speculate, but at the same time it wouldn't surprise me."

Round 4 - Crossodromo di Gioiella

FIM WORLD CHAMPIONSHIP 500cc MX SERIES

Swede victory for KTM



(Left) Peter Johansson piloted KTM's four-stroke GP bike to its first World 500cc MX victory at the Crossodromo di Gioiella circuit in Italy. The Swedish rider earned the overall win with 1-2 moto scores. (Above) Series leader Andrea Bartolini cruised to a safe third-place finish in moto one, but the Italian uncorked it in moto two and won it for second overall, further padding his points tally.

By Alex Hodgkinson

CASTIGLIONE DEL LAGO, ITALY, MAY 16

Peter Johansson made up for the disappointment of his zero score in Austria two weeks earlier by registering the first overall GP win for the four-stroke KTM at Castiglione del Lago in Italy.

The 37 points from his 1-2 moto finishes doubled his championship score and moved the Swede to fifth in the standings. His first-moto win made him the seventh winner in seven motos.

P.J.'s defeat in race two came at the hands of Andrea Bartolini. The Italian Yamaha star not only became the first rider to win two motos in the series, but he also extended his lead in the standings to a commanding 25 points as defending champion Joel Smets suffered his second mechanical DNF in eight motos.

American Trampas Parker was once again best two-stroke (eighth) in race one, but he ended the day with his right arm in a sling after a first-turn crash in race two.

The first moto was a great win for Johansson.

"I wanted that one," Johansson said. "I had a great start and felt comfortable. Smets passed me after 15 minutes, but I got back inside him on the same lap. When he started to have problems, I had a comfortable lead, but then I made life difficult for myself on the next-to-last lap. The track was very slick by the end, and I overshot a turn. I was sideways and had to stop completely to regain control. The Yamahas were close then, but I kept them just far enough back that they were not a problem."

So what happened to Smets?

"Something with the carburetor," Smets said. "Dirt, I suppose. I felt so confident for 15 minutes, and I was sure I could win that race even when Johansson went back inside me. But then the motor started to run erratically. I was riding as hard as I could, but I had to be so careful on the big jumps on the hillside."

A champion never gives up, and Smets was still 13th at the final turn.

"I don't believe it," Smets said. "I lost three places in the last 20 metres as (Danny) Theybers, (Fabrizio) Dini and (Rupi) Walkner came past."

There is no point for 16th!

Both Yamaha riders were satisfied with their podium finishes.

"I knew I had to fit hard-track tires for the end of the race when it would be slick, and I didn't have enough grip to attack in the first half of the race, so Johansson got away," Alessandro Puzar said.

"(I had) a bad start," Bartolini said. "I came up to the leaders, but it was too risky to try a pass, so I stayed third and increased my points lead."

Parker had an heroic ride. The 380

(Left) Sandro Puzar appeared to be in the catbird seat for the Italian GP win after finishing second to Johansson in moto one. But a melee in moto two forced him to charge hard just to finish seventh in the moto, dropping him to third overall. (Right) American hopeful Trampas Parker in a second-moto clash with Britain's Rob Herring - the very same clash that damaged Puzar's chances. Parker was even less lucky, however, suffering a broken arm in the incident.

had no chance on the uphill start, but the American's speed through the apexes of the fast turns was a treat to watch as he forced his way up to eighth. His last victim was ninth-placed Chris Burnham.

"That's how he got me: holding it tight through the turn," Burnham said. "I actually was second off the start, but those four-strokes were everywhere, right and left of me, along that top straight. That was scary."

The second moto was a straightforward win for Bartolini after he scorched past Smets at the end of lap one, but Johansson was not going to give up the overall so easily. Third for half the race, the Swede hauled in Smets and passed the champion in style.

"I just feel so good on the bike at the moment," Johansson said. "It suits me perfectly, and I was much faster than Joel today."

Smets held on for third, while Darryll King was a dogged fourth. But where was Puzar?

"I don't know whose fault it was, but as I went into turn one, (Rob) Herring and Parker got locked up and I ran straight into them," said Puzar, who came from dead last to seventh at the finish. "I would have had Aaltonen, too, but I made a mistake on the next-to-last lap and lost him again."

Neither Parker nor Herring could continue. Herring was only shaken, but Parker had to be taped up by the medics.

"I put my right shoulder out, and they say the bone in the upper arm is broken where it joins the shoulder," Parker said. "They say I can't ride for a month, but I'll be in Czecho. I don't think it was Rob's fault. I think someone hit him and his bike high-sided and came down on me. Something had to give - and it was my shoulder."

Yves Demaria, fourth in race one, had been just outside the top six for most of the race.

"I was in pain from my left hand from the fourth lap after I hit a post, and that put me out," Demaria said. "But I had problems with the suspension all race."

Bader Manneh again qualified on his YZ400 although he lacked the pace to challenge for points. But he was able to mix it with the other backmarkers, and finished 29th of 32 in race one before exiting race two at halfway. *CN*

Crossodromo di Gioiella
Castiglione Del Lago, Italy
Results: May 16 (Round 4 of 13)

MOTO 1: 1. Peter Johansson (KTM); 2. Alessandro Puzar (Yam); 3. Andrea Bartolini (Yam); 4. Yves Demaria (Hus); 5. Darryll King (Hus); 6. Shayne King (KTM); 7. Francisco Garcia Vico (Yam); 8. Trampas Parker (KTM); 9. Chris Burnham (Hon); 10. Rob Herring (Hon); 11. Miska Aaltonen (Yam); 12. Gert Jan Van Doorn; 13. Danny Theybers (Hbg); 14. Fabrizio Dini (Hus); 15. Rupi Walkner (KTM).

MOTO 2: 1. Andrea Bartolini (Yam); 2. Peter Johansson (KTM); 3. Joel Smets (Hbg); 4. Darryll King (Hus); 5. Francsico Garcia Vico (Yam); 6. Miska Aaltonen (Yam); 7. Alessandro Puzar (Yam); 8. Shayne King (KTM); 9. Gert Jan Van Doorn; 10. Chris Burnham (Hon); 11. Rupi Walkner (KTM); 12. Danny Theybers (Hbg); 13. Avo Leok (KTM); 14. Erwin Machtlinger (Hon); 15. Siggi Bauer (KTM).

O/A: 1. Peter Johansson (KTM); 2. Andrea Bartolini (Yam); 3. Alessandro Puzar (Yam); 4. Darryll King (Hus); 5. Francisco Garcia Vico (Yam); 6. Shayne King (KTM); 7. Joel Smets (Hbg); 8. Miska Aaltonen (Yam); 9. Yves Demaria (Hus); 10. Chris Burnham (Hon).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES STANDINGS (After 4 of 13 rounds): 1. Andrea Bartolini (120/1 win); 2. Joel Smets (95/1); 3. Yves Demaria (82/1); 4. Alessandro Puzar (81); 5. Peter Johansson (74/1); 6. Darryll King (72); 7. Trampas Parker (68); 8. Shayne King (67); 9. Francisco Garcia Vico (51); 10. Jocke Karlsson (41); 11. Miska Aaltonen (39); 12. Chris Burnham (36); 13. Erwin Machtlinger (31); 14. Jochen Jasinski (31); 15. Rob Herring (29); 16. Johan Boonen (24); 17. Danny Theybers (21); 18. Gert Jan Van Doorn (15); 19. Siggi Bauer (14); 20. Willie Van Wessel (14).

Upcoming Rounds:
Round 5 - Loket, Czech Republic, May 30
Round 6 - Teutschenthal, Germany, June 13

FIM World Championship 250cc MX Series
Round 6: Belo Horizonte

Hughes sings the blues

BELO HORIZONTE, BRAZIL, MAY 16

Ryan Hughes failed yet again to turn speed into points as the Californian's starts let him down again at the second leg of the South American tour at Belo Horizonte in Brazil.

The 4-3 moto scores of the Pamo Honda teamster equaled the 28 points of third-placed David Vuillemin, and Ryno retains a 10-point advantage over the Frenchman in the series as the pair dispute fourth place in the standings. Hughes' first-moto ride was particularly impressive, as he charged from 11th to fourth within 10 laps and then hauled back the leading trio, only to run out of time to pass them.

The double winner in Brazil was Marnicq Bervoets, who has now won three of the last four GPs, and relatively low score for his main rivals Pit Beirer and Frederic Bolley mean that he has extended his advantage in the standings to 17 points over his Kawasaki teammate Beirer. *CN*

Brazilian 250cc GP
Belo Horizonte, Brazil
Results: May 16, 1999 (Round 6 of 16)

MOTO 1: 1. Marnicq Bervoets (Kaw); 2. Mickael Maschio (Yam); 3. Pit Beirer (Kaw); 4. Ryan Hughes (Hon); 5. David Vuillemin (Yam); 6. Josh Coppins (Suz); 7. Frederic Bolley (Hon); 8. Alex Belometti (Yam); 9. Justin Morris (TM); 10. Paul Cooper (Hus); 11. Brian Jorgensen (Suz); 12. Leon Geisbers (Suz); 13. Thierry Bethys (Hon); 14. Peter Iven (Kaw); 15. Remy Van Rees (Kaw).

MOTO 2: 1. Marnicq Bervoets (Kaw); 2. David Vuillemin (Yam); 3. Ryan Hughes (Hon); 4. Mickael Maschio (Yam); 5. Frederic Bolley (Hon); 6. Pit Beirer (Kaw); 7. Paul Cooper (Hus); 8. Brian Jorgensen (Suz); 9. Alex Belometti (Yam); 10. Marko Kovalainen (Hon); 11. Thierry Bethys (Hon); 12. Peter Iven (Kaw); 13. Collin Dugmore (Suz); 14. Alex Zanni (Hon); 15. Philippe Dupasquier (Hon).

O/A: 1. Marnicq Bervoets (Kaw); 2. Mickael Maschio (Yam); 3. David Vuillemin (Yam); 4. Ryan Hughes (Hon); 5. Pit Beirer (Hon); 6. Frederic Bolley (Hon); 7. Paul Cooper (Hus); 8. Alex Belometti (Yam); 9. Brian Jorgensen (Suz); 10. Josh Coppins (Suz).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES STANDINGS (After 6 of 16 rounds): 1. Marnicq Bervoets (192/3 wins); 2. Pit Beirer (175); 3. Frederic Bolley (164/2); 4. Ryan Hughes (134); 5. David Vuillemin (124/1); 6. Josh Coppins (100); 7. Mickael Maschio (95); 8. Leon Geisbers (90); 9. Remy Van Rees (71); 10. Peter Iven (50); 11. Alex Belometti (44); 12. Brian Jorgensen (40); 13. Paul Cooper (39); 14. Marko Kovalainen (37); 15. Gordon Crockard (35); 16. Justin Morris (27); 17. Philippe Dupasquier (20); 18. Mark Eastwood (20); 19. Thierry Bethys (19); 20. Collin Dugmore (16).

Upcoming Rounds:
Round 7 - Foxhill, England, May 30
Round 8 - Maggiora, Italy, June 13

Briefly ...

There were numerous **absentees** in Italy. RWJ boss Colin Reed explained that Jocke Karlsson decided two days before the race not to travel. "He has a severe iron deficiency in his blood, and it has been getting worse every week," Reed said. "Jocke was prepared to come here, but it would only have put his recovery back even further." Bernd Eckenbach withdrew on Wednesday. A Husqvarna spokesman explained: "He had an endoscopy on his shoulder this week, and they found a severely stretched ligament. He tried to ride on Wednesday but was in terrible pain after 20 minutes. He will rest before the next GP in Czecho and, if his shoulder is still not healed, he may need an operation." Jochen Jasinski stayed home with knee-ligament injuries from a training crash. Georges Jobe did not arrive after undergoing an operation to have a damaged knee ligament removed. He also failed to announce his absence and has been fined.

Tech dept: KTM engineer Sepp Hollbacher has solved the question of how the exhaust valve on the Rinaldi Yamahas is turned off for technical control. "The valve remains closed when the bike is not in gear," Hollbacher said. "As soon as any gear is engaged, it opens." Alessandro Puzar's bike now also features a button on the left side of the handlebars that allows the Italian to adjust his forks during the race. The four-stroke KTMs now have cast crankcases. They were welded previously, and cracks caused Johansson's retirement from both motos in Austria.

Trampas Parker hopes to ride not only the 250cc GP at Budds Creek but also the June National at the facility, as that race is a free weekend on the GP calendar. And speaking of tech, Parker's 380 KTM reaches peak performance at 8800 rpm as on previous models, but, while in previous years the power range was small, the 380 now continues to rev until 10,500 rpm.

Shayne King had been unable to ride all week after his historic moto win in Austria. "Andrea Bartolini's doctor examined me between motos there and told me I had broken my tailbone, but I didn't even tell my wife until after the second moto," King said. "The injury was confirmed at hospital on Monday. I should take a month off racing, but apparently I cannot do any more damage. It is simply a matter of putting up with the pain. The adrenalin which I got from leading was the best painkiller, so I guess I need to keep getting out in front!"

Honda hauls to a new world record

Jonah Street cranks off laps on the winning XR600R with about an hour to go and more than a 150-mile lead over the runner-up team. Street and teammates Torsten Bostrom, Greg Bringle, Johnny Campbell, Craig Smith and Ron Wilson set a new world record of 1362.30 miles.

By Mark Kariya

PLASTER CITY WEST, CA, MAY 15-16

A six-man desert squad put together by Honda went further than any other team in history at the sixth 24-Hour Off-Road Endurance World Championships. The effort smashed the old world record of 1313.10 miles en route to a new standard of 1362.30 aboard a Precision Concepts/K&N/Pirelli/Acerbis/FMF/RG 3/ Renthal/IMS-backed XR600R, beating the second-place team by more than 170 miles.

Captained by Johnny Campbell, the team included Greg Bringle, Torsten Bostrom, Craig Smith, Jonah Street and Ron Wilson. They averaged 10 minutes, 34 seconds per lap on the 10-mile course, which was located in the very rugged AMA District 38 desert.

Every participant faced a course that, though relatively fast and not technical, tortured bikes and bodies. Not only did it get rougher and more chewed up with each lap as riders sought smoother, faster lines anywhere they could find or make them, but a strong wind made all but the first and last few hours miserable, both for riders and pit crews.

Put on by FRT Motor Sports Promotions and sanctioned and timed by the San Diego County Sport Committee Inc., many used the event - also known as the 24 Hours of Le Fud - specifically for 24-hour distance world-record attempts. Of the 26 teams entered (bikes, ATVs and one sidecar), eight set world records for their classification. Eight also DNFed.

Promoter Otis Fudpucker waved the green flag to start the event at 7:00 a.m. on Saturday, with one bike heading north toward Coyote Wash every five seconds. Paul Krause, on his White Brothers Yamaha YZ420F, enjoyed the pole, as both the defending champion and world-record holder. Meanwhile, Ron Lawson missed his appointed start time by a few minutes when his "painfully stock" White Brothers Yamaha WR400F refused to fire.

Todd Hoy held the lead at the end of the first lap on his IMS/FMF/Regina/909/Pro Circuit/F&L/Smith/Clark/MSR/ Goat-sponsored CR500R, completing the first lap in 9:26. That gave him a one-second lead physically over Krause, with Campbell, the third starter, lurking in third just six seconds behind.

Hoy's team glory faded after that, with Campbell taking the lead on the second lap and basically checking out. Hoy's CR500 suffered a broken hose clamp and lost too much water and seized, which necessitated a top-end swap with a spare bike. It also required a head gasket and two light frame repairs later.

Krause's team fared worse. Their bike blew a gasket and lost practically all its oil, which did horrible things to the top end. The big YZ420 also needed two clutches, seemingly within a couple of hours. Ultimately, a broken rod after 310 miles prevented Krause from defending his championship.

That is not to say the lead Honda XR600 did not have its own problems, though they were few. The high-speed, choppy terrain overtaxed two shocks and caused a flat. The bike also needed a few repairs after Street crashed late in the afternoon.

"The bike ran real good the whole time," Campbell said at the finish. "We changed a couple shocks, went through a few rear wheels, broke a couple spokes, we had a front flat, changed a handful of air filters - but other than that, everybody was healthy. When we put the lights on, we put some new bars on (to replace the damage from Street's crash) and just kept going from there. Everybody just kept plugging along and did their part. I can't believe the amount of problems we *didn't* have. It (this event) really, really works the bike - more so than the Baja 1000."

"Yeah, you had to find new lines every time," Smith, a local racer extremely familiar with the area and the race, added, "because the ones from the last 24-hour race are still wore out two years later, so we're running low on smooth lines now."

The Mike Barnhill/Rod Hamby/Francisco Real/Arturo Salas/Edward Tyynismaa team moved into second early in the day on their Precision Concepts/Cycle Parts West/A&L Lithobacked XR600R, but various problems slowed them to an eventual fourth overall, second Open Four-Stroke.

After their delayed start, the Dewey Belew/Aaron Huntington/Gary Jones/Ron Lawson/Matt Murphy/Tim Staab team steadily churned their way toward the front. The WR400 ran nearly every component stock, as in out of the box - even the handlebar. It did, however, sport a popular and bright high-intensity discharge bulb in the stock headlight shell to handle the dark, and the team finally found a steering-damper setup in the afternoon. By 890 miles, in the wee hours of the morning, the team found itself in second overall to stay.

Third went to the Barnum's Pro Products/Race Tech/J&M/IMS/Star Milling/O'Neal/Sunset Design-backed team of Robert Barnum, Sal Garcia, Neal Goldsmith, Jason Hunter, Tim Pfeiffer and Andy Stevens. Riding a 1995 KX250 in Class 3 (bikes three years or older) 250cc Two-Stroke, it toyed with second overall for a while late in the race but could not hold off the newer Yamaha 400.

"Our goal was to get top-five, because we did that two years ago in the Open Four-Stroke class on an XR600R," Garcia said.

Three flats and running short on gas did not bother the team as much as a fouled plug did. With just 30 minutes to go, with Pfeiffer on the bike, it just quit. Luckily, it just turned out to be a fouled plug. Since the rules state the bike must be running at the end of the 24 hours, those who break on the last lap and do not make it to the finish line fall into the DNF column.

"We thought we blew it up or something," Garcia admitted. "It scared everybody."

Despite the wind and the hacked-up course and lack of sleep and mechanical worries, Garcia enjoyed his fifth 24-Hour Off-Road World Endurance Championship experience.

"You do it once," he said, "and you get addicted." CN

Plastic city West OHV Area
Plaster City, California
Results: May 15-16, 1999

O/A: 1. Torsten Bostrom/Greg Bringle/Johnny Campbell/Craig Smith/Jonah Street/Ron Wilson (Hon) 1362.30 miles; 2. Dewey Belew/Aaron Huntington/Gary Jones/Ron Lawson/Matt Murphy/Tim Staab (Yam) 1190.81; 3. Robert Barnum/Sal Garcia/Neal Goldsmith/Jason Hunter/Tim Pfeiffer/Andy Stevens (Kaw) 1152.85; 4. Mike Barnhill/Rod Hamby/Francisco Real/Arturo Salas/Edward Tyynismaa (Hon) 1143.15; 5. Jason Corfman/Chad Houck/Mark Kariya/Jim Loh/Aaron Tuck/Tim Telford (Yam) 1132.80; 6. Brent Farrell/Todd Hoy/Craig Hunter/Jon Parks/Eric Wolfe (Hon) 1059.00; 7. Andy Dohrer/Jeff Edwards/Jim Gavin/Dano Legere/Darren McGarvie/Sean McGarvie (Suz) 956.98; 8. Mike Calvin/Jason Gardner/Brent Healy/Jason Ingersoll/Randy Niswander (Hon) 940.19; 9. Eric Brue/Steve Carver/James Henderson/Chance Whitaker/Daria Zarrabi (Yam) 687.48.

OPEN 4-STRK: 1. Torsten Bostrom/Greg Bringle/Johnny Campbell/Craig Smith/Jonah Street/Ron Wilson (Hon); 2. Mike Barnhill/Rod Hamby/Francisco Real/Arturo Salas/Edward Tyynismaa (Hon).

OPEN 2-STRK: 1. Brent Farrell/Todd Hoy/Craig Hunter/Jon Parks/Eric Wolfe (Hon).

400 4-STRK: 1. Mike Calvin/Jason Gardner/Brent Healy/Jason Ingersoll/Randy Niswander (Hon).

250 2-STRK: 1. Dewey Belew/Aaron Huntington/Gary Jones/Ron Lawson/Matt Murphy/Tim Staab (Yam).

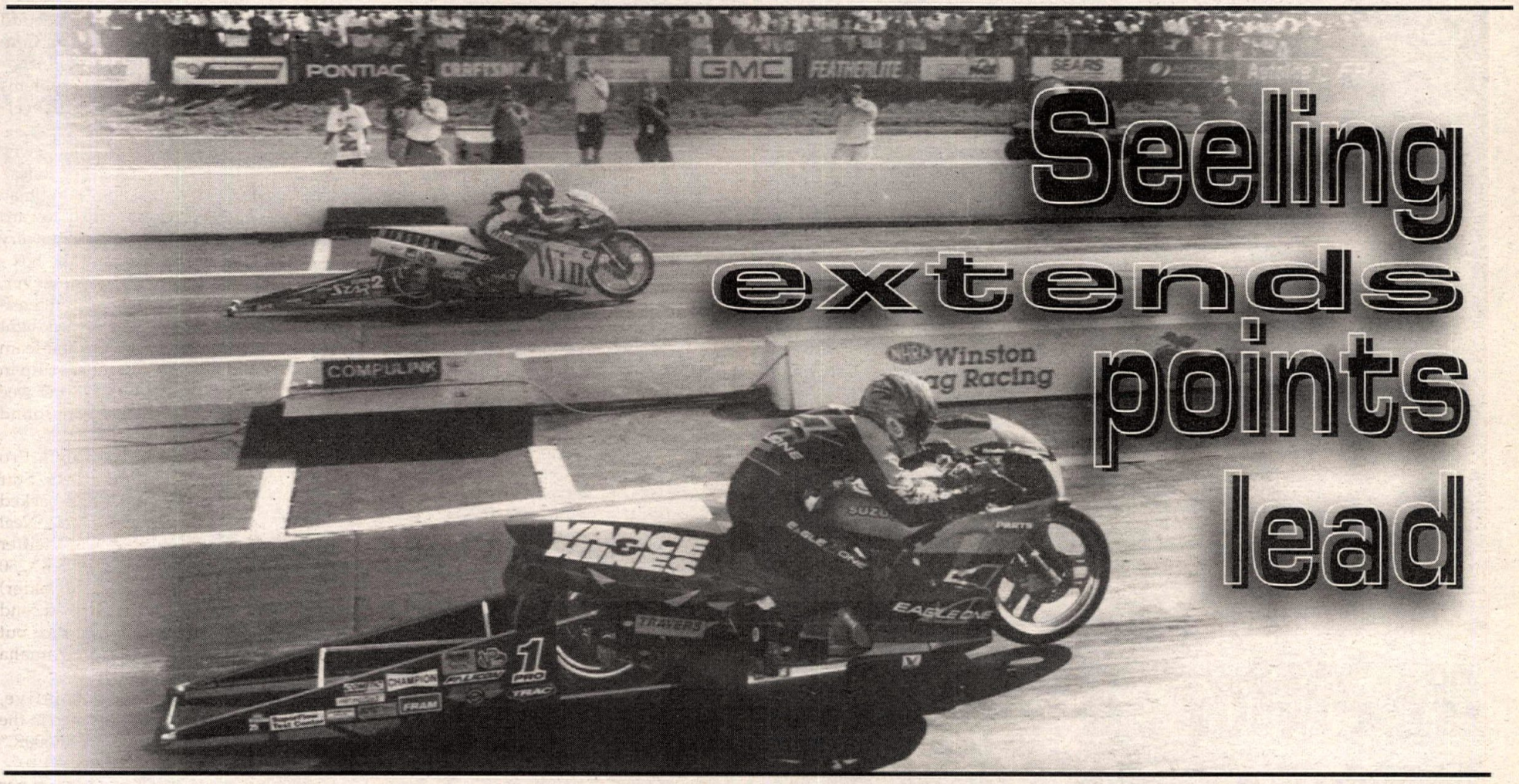
250 4-STRK: 1. Jason Corfman/Chad Houck/Mark Kariya/Jim Loh/Aaron Tuck/Tim Telford (Yam).

CL-3/250 2-STRK: 1. Robert Barnum/Sal Garcia/Neal Goldsmith/Jason Hunter/Tim Pfeiffer/Andy Stevens (Kaw); 2. Eric Brue/Steve Carver/James Henderson/Chance Whitaker/Daria Zarrabi (Yam).

CL-3/350 4-STRK: 1. Andy Dohrer/Jeff Edwards/Jim Gavin/Dano Legere/Darren McGarvie/Sean McGarvie (Suz).

SDCR: 1. Daman T. Doherty/Jim Brown Lee/Scott Gregory/Glen L'Hevreux/Jozef Perralovic/Christopher Jones (Yam).

Seeling extends points lead



By Kevin McKenna

COMMERCE, GA., MAY 13-16

This was supposed to be the race where Matt Hines got even.

After struggling to find the right set-up on his Vance & Hines Eagle One Suzuki GSX-R in the first two events of the 1999 season, the reigning and two-time Winston Pro Stock Bike champion headed to Atlanta Dragway intent on scoring his first win of the season. One thing that Hines didn't count on, however, was a final-round red-light against Team Winston's Angelle Seeling, who scored her second win of the season and the sixth win of her career at the Advance Auto Parts Southern Nationals in Atlanta.

"I've had so much bad luck at this race track, I can't believe I finally won a race here," said Seeling, who was a first-round casualty at the Atlanta event in 1997 and 1998. "It's always tough to run against Matt, especially in the final round, but just before we raced, I was thinking about the final round in Topeka in 1997, where I beat him on a holeshot, and that gave me the confidence to do it."

For the third straight race, Seeling put her Team Winston Suzuki GSX-R on the pole, with a 7.28, just a tick ahead of defending event champ Hines, who rode his Vance & Hines Eagle One Suzuki to a 7.29. John Smith rode the Anoka-Ramsey Sport Center entry to a 7.31 for the third spot, and Greg Underdahl got back on track after a slow start to secure the fourth spot with a 7.34 on his Vance & Hines-powered Suzuki.

Seeling continued to set the pace in eliminations, with back-to-back 7.28s in her first two round wins over Chris Reuter and Steve Johnson, respectively. Hines was the only other rider able to keep pace, with a 7.29 win over rookie Fred Camarena in round one and a 7.32 in the second against the Sunoco Suzuki of six-time Winston champ Dave Schultz.

"We had an ignition problem, and it has taken us a while to find it," Hines said. "We were down on power at the first two races. We have also spent a lot of time finding the right setup on this new bike. The bike is great, and it runs straight down the track, but it likes a totally different setup than our old one did. We're running more wheelie-bar height on this bike than we've ever run before, as much as an inch higher. When I made my first run in qualifying this weekend, I could feel that the bike had a lot more power than it had at the first two races."

(Above) Team Winston's Angelle Seeling (far lane) won for the second time in three starts and extended her lead in the points standings at Atlanta Dragway when her archrival Matt Hines (near lane) red-lighted on his Vance & Hines Eagle One Suzuki.

(Right) Seeling and her Team Winston crew celebrated her sixth career NHRA national-event title. The former beauty-pageant contestant also qualified on the pole for the third straight race, with a 7.28.

Hines advanced to his first final of the season with a 7.29 win over Smith, who slowed to a 7.35 on his Dave Harlander-tuned entry. Smith considered himself luck just to be in the semis after his bike nearly stalled during the burnout in round two against Team 23 rider Antron Brown. Smith's problem was traced to a rev limiter that had reset itself to 2000 rpm, and in a gesture of good sportsmanship, Brown waited for him to get the problem fixed before staging. Ultimately, Smith won the round, with a 7.38 to Brown's 7.42.

"I have to give Antron a lot of credit for waiting for us, because he certainly didn't have to," Smith said. "The starter (NHRA official Rick Stewart) was waving him up to the line, telling him to stage, but he wouldn't go in until I was ready. That says a lot for their team."

Smith ultimately could do nothing with Hines, who won their semifinal match with a 7.29. In the other half of the semis, Seeling defeated Team 23's Tony Mullen, 7.30 to 7.39, but in the process she made a crucial riding error that cost her lane choice for the final.

"I short-shifted third gear by more than 1000 rpm, and that just killed my elapsed time," Seeling said. "I ran a 7.30, but I should have run a 7.27 or 7.28. There was a big difference between lanes, and once I saw that Matt was going to put me in the left lane for the final, I nearly blew up. I didn't think I had much of a chance, and it was all my fault."

Ultimately, Seeling didn't need to worry, as Hines left the starting line one hundredth of a second too soon and turned on the red light. He would have been hard pressed to match Seeling regardless, as she matched her quickest run of the weekend with a 7.28 to seal the victory.

"I was surprised that we ran a 7.28 in that lane, especially since I saw Matt's red light, and that tends to affect your concentration," Seeling said. "Putting up a number like that is important to me, because I really wanted to show Matt that I was going to beat him anyway."

After reaching the final round in her first three starts of the year and setting low elapsed time of the meet at all three, the prospect of Seeling becoming the 1999 NHRA Winston champ suddenly doesn't seem so remote.

"I don't like to get carried away talking about the championship because there is still a long way to go," Seeling said. "I was doing an interview with Motoworld recently, and they asked me if I'd rather be behind or ahead in the points battle. Now that I've been in both positions, I can say for sure that I'd rather be the one being chased. Right now, if I make a mistake and get beat early, I know I'm not going to fall way behind like I did last year.

"We have a new engine that we're going to run next weekend in Englishtown (New Jersey), and my team owner, George Bryce, feels like it is stronger than the one that's in the bike now," Seeling continued. "The bikes usually run real good at that race, and there's a possibility that someone could set the national record there. If that happens, obviously I'd like to be the one to do it." CN

Atlanta Dragway
Commerce, Georgia
Results: May 13-16 (Round 3)

FINAL: 1. Angelle Seeling (Suz); Matt Hines (Suz) Foul.

Upcoming Rounds:
Round 4 - Englishtown, New Jersey, May 20-23
Round 5 - Joliet, Illinois, June 3-6

Round 1: Goshen Iron Horsemen MC

AMA NATIONAL CHAMPIONSHIP HILLCLIMB SERIES

Bobby Templeton scored his first career 800cc AMA National Hillclimb victory during the 1999 series at the Goshen Iron Horsemen MC.

Hamilton, Templeton break through

By David & Lora Patton

MIDDLEBURY, IN, MAY 16

John Hamilton Jr. and Bobby Templeton each notched career win number one with come-from-behind performances at the fifth annual Zeke Wenger Memorial National Hillclimb at the Goshen Iron Horsemen Motorcycle Club, round one of the AMA National Championship Series.

The 1999 event featured record crowds and intense competition on the man-made hill. The 170-foot course features a treacherous double jump that is often the deciding factor between winning and crashing.

Both riders had to hold off the challenges of the 1998 Goshen winners. In the 540cc class, Hamilton's first attempt at the hill resulted in a boundary violation, but his second run blitzed him past Ted Wilkins. Mike Livingston also came up big on ride number two to take his first Pro podium finish, with the third spot. In the 800cc class, Templeton's first run had him in the top five, but he nailed his second pass to take over the top spot. Lou Gerencer led most of the day, but he couldn't top Templeton's time. Greg Williams took a solid third on his four-cylinder Honda despite bike problems that forced him out after his first try. Three of the top 540cc riders have joined the 800cc class for 1999, but Goshen was a tough beginning for them. Defending 540cc champion David Watson crashed on his first 800cc ride; then he took the conservative approach for 13th place. Terry Thompson suffered mechanical problems before the event and will have to wait until round two to make his 800cc debut. Tim Frazier returned to 800cc class competition for ninth overall behind 1997 & '98 800cc National Champion James "Jammer" Large.

540

Phil Libhart wheeled his Howe's Triumph/M&J Racing/Kreeger Pro Hillclimb Team-backed twin into the pit to open the day's competition. Libhart has only been on the circuit for three years, but he has always ridden well at Goshen, and he easily cleared the top. Libhart came off the bottom hard, but he couldn't get his bike low over the jump and lost valuable tenths in the air. He would improve on his 3.797 run during his second shot at the hill. Thomas Racing's Chris Brown blasted his Honda up the hill and really timed the jump perfectly for a fast, smooth pass. His 3.488-second run was the second-fastest time in the first 540cc round.

After Chris VanHyning ran into problems, Ted Wilkins pulled in for his attempt. Wilkins won the first two hillclimbs of 1998 and led for more than half the season before problems dropped him to fifth for the series. His Rotax snowmobile-engined two-stroke twin shrieked up the hill toward the double. Wilkins dropped the nose a little while airborne and nailed the landing, going on to stop the timers at 3.412 seconds, the top 540cc run of round one.

"It felt like a Sunday drive," Wilkins said. "I wanted to run up the middle of the hill and take it easy to get over the jumps, and it was real smooth."

Aaron Brown tried the far right side of the hill, but he shut off too early for a winning time. Brown, on the Thomas Racing Yamaha twin, did a great job keeping his bike in bounds, and his 3.698 would earn him 10th for the day. Toby Thompson was the next rider to get into the three-second bracket, doing so aboard a Thompson Racing/Pro-Action/White Brothers BSA. Thompson spent a little too much time in the air, but his 3.559 was still a top-three run.

Triumph rider Chad Disbennett tried the far right side of the hill, but he was in trouble right from the start, and he crashed hard just past the double. Former Rookie of the Year Tim Friedhoff picked up his first Pro win last fall at Goshen, and he clicked off a nice, clean 3.628-second run on his Adams Cycle Repair/Cernics Honda CR500 to move into the hunt for this year's win. Mike Livingston also rode a Honda into the sub-four-second bracket with a 3.720 run, but it wasn't easy, as ge got crossed up over the jump and nearly high-sided when he landed. But he held it on, and held on, and made it up the hill.

Hamilton also launched too hard, but he was able to back out of it, though he went out of bounds. Melvin Mease Jr. had problems on the line to end the first round.

Libhart's second pass was faster and he stayed low over the double. Libhart's 3.610 earned him seventh overall. Chris Brown wasn't able to improve his first-round time but he still claimed fourth overall. After Aaron Brown suffered mechanical problems, Richie Scheuerman's 3.47-second run pulled him up to ninth overall. Thompson's BSA developed a miss off the line, but his 3.559 in round one was good for sixth place. Hoskins, a top-five competitor who had missed most of 1997 and 1998, crashed hard on his first ride when he came up short, but he nailed his second try.

"It's a lot smoother when you clear the jump and don't crash," Hoskins said after he broke the lights in 3.547 seconds for fifth overall. His comeback to hillclimbing was certainly one of the highlights of the weekend.

Friedhoff's second attempt didn't go as well, as he shut off too soon and didn't clear the second jump. Tim's first-round time was eighth best. Off-Road Cycles/WD-40/Screaming Peacock-sponsored Mike Livingston really picked it up on his second chance.

"I didn't know what to expect after my first ride," Livingston said, "but everyone told me that if I could keep it straight, I could do it. Roger McNeely of Mac's Cycles told me the bike might kick over the jump, but I got over the jump and the bike just took off. A lot of people have helped me, including Watson Racing and my girlfriend, and we're just going for it this year."

Mike blasted his way to third overall at 3.481 seconds.

Hamilton brought his John Hamilton/Lanny Zeunges/ASAP Racing/Get High Racewear Triumph to the line with winning on his mind, and he let it rip. Starting on the far left side of the hill, he immediately got sideways going up to the jump, but he snapped his bike straight and landed with the throttle cranked wide open. Some 3.289 seconds later, Hamilton had the class lead.

"I came off the jump a little sideways and really high, so I turned the gas on in the air, and when it hit, it landed soft and straight," Hamilton said.

After Melvin Mease Jr. fell on the jump, Wilkins tried to reclaim the victory. He left the jump with the throttle on and did a huge skyshot, leaving it pinned when he landed, but the time lost in the air relegated him to second place.

"That was fun, but man, it hurt," Wilkins said. "I came off too hard and it spun, then it hooked up as I got to the jump and I flew way too high. I'm happy to start the year off with second place."

Wilkins' demise left Hamilton with his first win.

"Man, I've been waiting for this for a long time," Hamilton said. "My dad has worked real hard and has given me a fast motorcycle, and that makes it a lot easier."

800

Harley-Davidson Racing Pro Hillclimb Team captain Lou Gerencer led off the 800cc class on his XR750, hoping to repeat his win at Goshen last fall, and the three-time 800cc National Champion put in a flawless opening ride to score a 3.349-second run. National number two, Glen Petty Jr., has also had success at the Iron Horsemen hill, and he lined up on the far right side for his first pass. Petty didn't get the perfect ride he was after.

"I couldn't get any traction out of the hole, and when it did get going, it just about threw me off," he said.

Petty chased the motorcycle all the way up the hill, but he wouldn't back off, and he held on for a time of 3.468 seconds on the Stoughton's Cycles H-D.

Southside H-D & Buell rider Russ VanderVeen had problems over the double and went out of bounds right before the timing lights at the 150-foot mark. Former National Champion Beese Wendt tried the right side of the hill, and he had a good run out of the hole. Beese got his bike down after the double and he ran through the lights in 3.967 seconds for ninth overall. Beese crashed on his second pass and suffered leg injuries that may keep him out of action for a while.

Defending 540cc champion David Watson made his move up to the 800cc class on a sleeved Honda CBR900R sponsored by Kleeberg Sheetmetal, Mac's Cycle Supply and A&P Machine.

"We did a lot of work this winter," Watson said. "Hopefully everything works out so we can have a good run today."

Watson left the line hard, but he ran into trouble over the double.

"It was fast," Watson said. "I wasn't expecting it to hook up so fast on the first part, and it caught me off guard there when I got to the jump. I got crossed up in the air, and that was it."

Watson was banged up, but he would make a second ride.

Southside H-D & Buell rider Harry Denham's ride also ended short of the top. Denham, the 1998 800cc Rookie of the Year, came up way short and plowed into the face of the second jump, taking himself out for the rest of the day. Templeton then wheeled the Erskine's PMS For Motorcycles Harley to the line. He got cross-rutted up the double and lost time getting it straight, but his 3.517-second time was an indication that he was fast enough to go for the win. Gerencer's H-D of Elkhart/Parts Unlimited/Thor-backed Tim Frazier followed, and he had a good launch off the line, but he wasn't able to shut off quickly enough and came off the jump with his front end too high. The four-time 540cc champion saved it and stopped the timers at 3.629 seconds. BSA-mounted Mark Swem put in his best ride ever, ending with a 3.396-second run for fourth overall. Brandon Kreeger cased the second jump on his Triumph Triple but got over the top, and Bob Shreiner had a problem off the line and had to roll the jumps. His teammate Mike DeBusk came off the line with his Kawasaki two-stroke triple screaming. Unfortunately for Mike, the front end was up in his face, and when he landed he went down hard, but Mike would give it another try in round two.

Greg Williams of Ontario, Canada, had a great launch off the bottom on his four-cylinder Honda, staying low over the double, but his bike sputtered near the top.

"I went over the top and landed so hard it jammed my ankle and bent my throttle linkage," Greg Williams said.

Williams still clocked a 3.372-second run that would be fast enough for third overall.

Two-time and defending 800cc National Champion James Large hasn't

had great results at Middlebury, but the Reiser's Cycle Service star was in the hunt with a 3.674 after getting crossed up over the double. Rod Williams then put in a spectacular ride, losing his Triumph at the top of the hill after the timers. Rod's bike went down the backside of the hill without him, but he still put in a time of 3.534 seconds. Curt Snelling wasn't able to climb into the three-second range as he closed out the first round.

Petty wasn't able to put it together on the first run of the final round, and he settled for his first-run time of 3.468 for sixth overall. VanderVeen and Wendt both crashed over the double, and a very sore Watson rolled the double and finished outside the top 10. After Denham scratched, Templeton came to the line.

"If I can get through here (the double) clean, I can make Lou ride again," Templeton said.

Templeton had another good holeshot, and he made a midair correction to line up the landing. The Townsend Specialties/Wagner Logging Harley rocketed up the hill in 3.240 seconds to take the lead.

"My bike was really fast off the bottom, and I just got it straight before I landed," Templeton said. "I knew my bike was fast enough to win."

Frazier wasn't able to improve on his first run, and Brandon Kreeger lost his chain as the challengers tried to catch Templeton. Bob Shreiner got his Kawasaki two-stroke triple moving on his second chance, and he blasted into seventh place with a 3.595-second effort. DeBusk also put his triple over the top, but he couldn't crack the top 10.

With Greg Williams out, Large took his second try. He had a fast run going, but the impact of his landing smashed the throttle cable down to half-throttle and he coasted over the top with a 3.606 for eighth place. Rod Williams borrowed a Harley for his second run, and it really paid off.

"My Triumph got dirt in the engine, so Jeff Yoder loaned me a bike, and it really went well," Rod Williams said after grabbing fourth overall with a 3.388-second pass.

After Snelling rolled the double, Gerencer came to the line, hoping to take back the win. He put in a solid run, but he may have backed off a fraction early near the top of the hill and he came up short of the win, with a 3.397-second run. Gerencer's first-round time was good for second overall, but Templeton had the win.

"I thought Lou was going to get me," Templeton said. "He knows this hill really well. Man, this win feels great. It's been a long time coming." CN

Goshen Iron Horsemen MC
Middlebury, Indiana
Results: May 16, 1999 (Round 1 of 13)

540: 1. John Hamilton Jr.; 2. Ted Wilkins; 3. Mike Livingston; 4. Chris Brown; 5. Alan Hoskins; 6. Toby Thompson; 7. Phil Libhart; 8. Tim Freidhoff; 9. Richie Scheuerman; 10. Aaron Brown; 11. Paul Kops; 12. Scott Petty; 13. Chris Van Hyning; 14. Kenny Reif; 15. Brian Bowl.

800: 1. Bobby Templeton; 2. Lou Gerencer; 3. Greg Williams; 4. Rodney Williams; 5. Mark Swem; 6. Glen Petty Jr.; 7. Bob Shreiner; 8. James Large; 9. Tim Frazier; 10. Beese Wendt; 11. Brandon Kreeger; 12. Mike DeBusk; 13. David Watson; 14. Curt Snelling; 15. Russ VanderVeen.

AMA 540cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINTS STANDINGS (After 1 of 13 rounds): 1. John Hamilton Jr. (15); 2. Ted Wilkins (14); 3. Mike Livingston (13); 4. Chris Brown (12); 5. Alan Hoskins (11); 6. Toby Thompson (10); 7. Phil Libhart (9); 8. Tim Freidhoff (8); 9. Richie Scheuerman (7); 10. Aaron Brown (6); 11. Paul Kops (5); 12. Scott Petty (4); 13. Chris Van Hyning (3); 14. Kenny Reif (2); 15. Brian Bowl.

AMA 800cc NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINT STANDINGS (After 1 of 13 rounds): 1. Bobby Templeton (15); 2. Lou Gerencer (14); 3. Greg Williams (13); 4. Rodney Williams (12); 5. Mark Swem (11); 6. Glen Petty Jr. (10); 7. Bob Shreiner (9); 8. James Large (8); 9. Tim Frazier (7); 10. Beese Wendt (6); 11. Brandon Kreeger (5); 12. Mike DeBusk (4); 13. David Watson (3); 14. Curt Snelling (2); 15. Russ Vander Veen (1).

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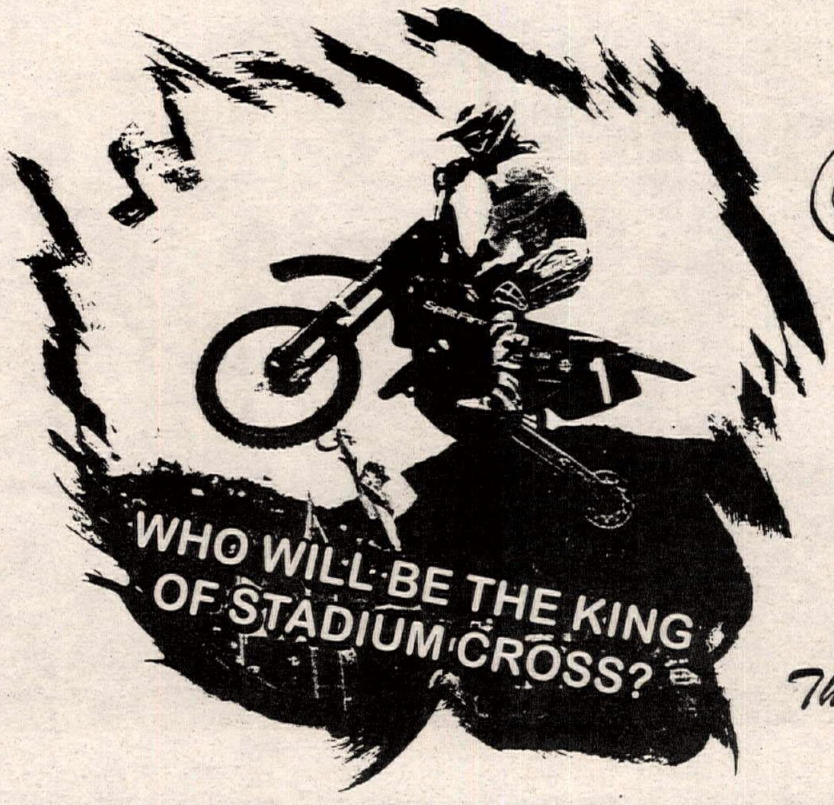

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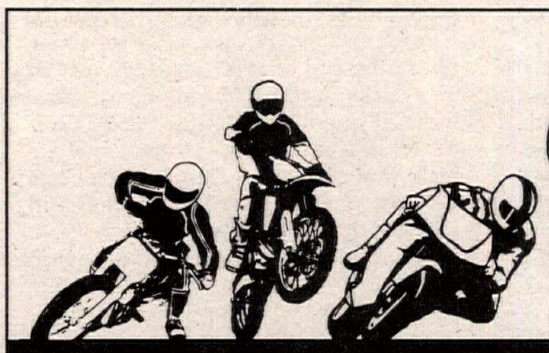

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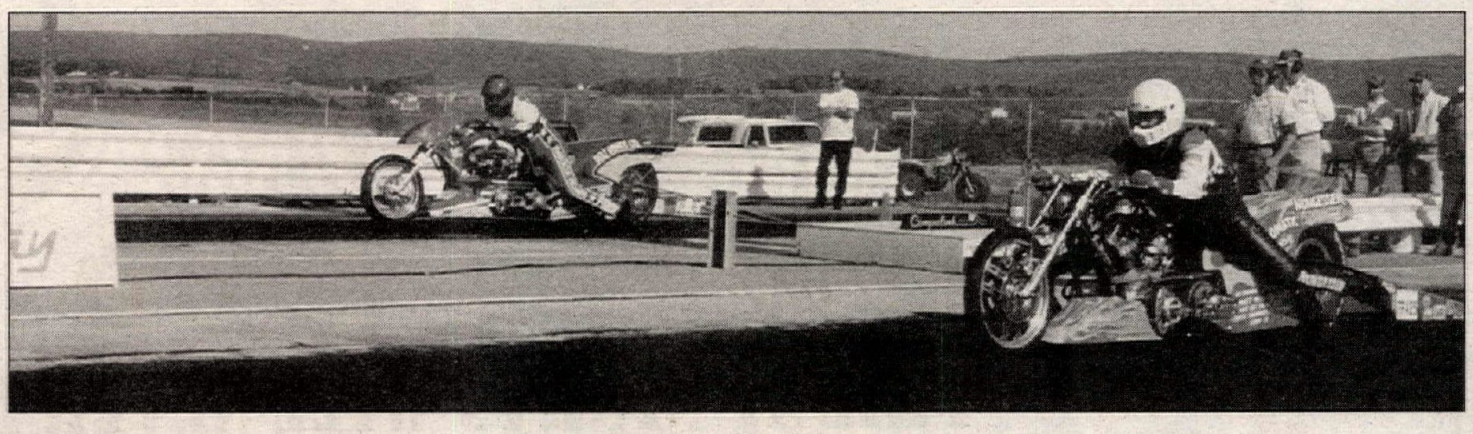
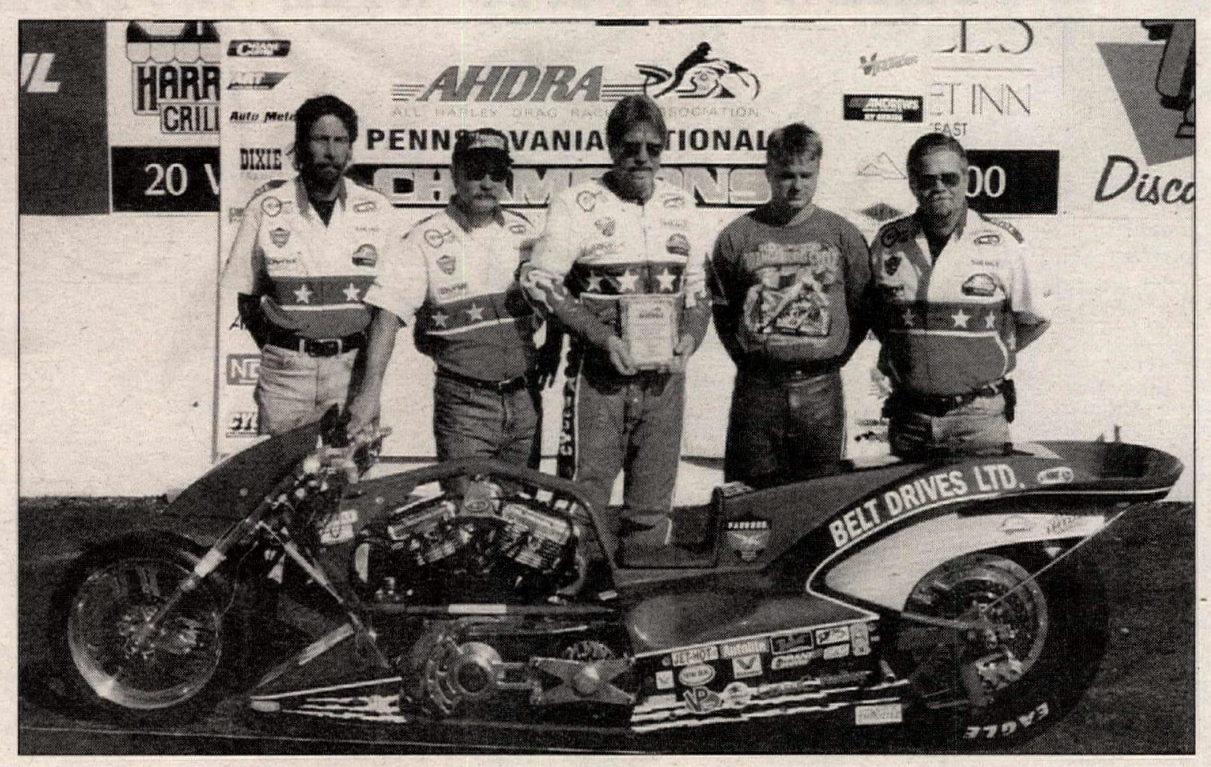
Furr flies, records fall





(Above) Bill Furr (far lane) set new Top Fuel-class records as he plowed through the field to take the win at the AHDRA Penn Nationals at Numidia Raceway. Furr downed Dale Nungesser (near lane) in the final round. (Left) Furr (center) and company pose in Victory Circle.

By Mike Willis

NUMIDIA, PA, MAY 15-16

That noise you just heard was the sound of records falling at Numidia Raceway.

During AHDRA's Penn Nationals in the rolling hills of northeast Pennsylvania, one world record and a dozen track records were shattered. In fact, the competition was so fierce that venerable Jim McClure broke a world record - and still lost. The ultimate winner broke his own speed mark - which he had set less than an hour earlier - while winning Top Fuel.

Among the performances worth noting were the remarkably consistent Top Fuel runs of Bill Furr, who blistered the asphalt for a new track e.t. mark and a new world speed record. Furr's best time was actually his last run on Sunday, when he turned in an amazing 6.746-second run at 206.32 mph to earn the Top Fuel championship, running more than 14 mph faster than Dale Nungesser, whom he met in the championship race. Because Furr did not have the opportunity to back up his 206-mph run, he had to officially settle, as far as the world record was concerned, for a top end of 203.52 mph and a low e.t. of 6.818 seconds - both of which were set in Sunday's second round. In fact, it was Furr who set the tone for Sunday's face-offs by turning 200 mph during the first practice run of the day.

Joe Marchant notched a low Modified-class e.t. of 8.898 seconds in Sunday's second round. That was a track record. The world mark remains the 8.736 and 154.40 mph turned in by Fran Rayburn at Rockingham, the former in 1996, the latter in 1997.

An astounding Pro Stock run of 7.993 seconds and 163.78 mph was turned in by Dirk Higgins - only the third time in history a Harley has burned a sub-eight-second run. A track record, Higgins' run was just a shade off the world mark of 7.971 set by Dan Baisley last October.

Tii Tharpe took over the top spot in the national Modified point standings, although he didn't win the class. Tharpe, a student at Appalachian State University in Boone, North Carolina, finished second to Marchant. Tharpe's championship time was 9.015 seconds at 139.47 mph, while Marchant turned in an 8.962-second e.t. and a 146.74-mph top end. Tharpe had the quicker reaction time (.426 seconds to Marchant's .442), but by the 1000-foot mark, Marchant had a razor-thin edge (7.437 seconds to Tharpe's 7.465) and used it for the win.

In Street Eliminator, Frank Dove Jr. took the title after Timothy Janczak red-lighted. Dove, the world's number one in the class, turned a 9.762 and 144.76. Janczak missed a perfect light by just four-hundredths of a second, but it was enough to hand the victory to Dove.

Scott Truett won the Pro Dragster category and took the national points lead when he edged Mark Cox. Truett jumped off the line in .523 seconds, ran the eighth-mile in 4.872, covered the first 1000 feet in 6.336 seconds and tripped the finish lights at 7.629 seconds and a top end of 170.77 mph. That was better than Cox's 7.790 time.

In the Wicked Road Warrior Pro Fuel class, Robert Stewert leaned his bike far enough over to send sparks flying at the end of his championship run, but his time of 7.431 seconds and speed of 154.66 mph were good enough to beat Armon Furr (son of Bill Furr) by about two-tenths of a second. Stewert had a .526-second reaction time, compared to Furr's .581, and stretched his lead at the 1000-foot mark (6.080 seconds to 6.278 for Furr) and hung on for the win. On Sunday, Furr squared off against Tony Mattioli in round two, and kept clicking off sub-seven-second times (6.818 this time out) and over-200-mph speeds (202.93). Mattioli was quicker off the line (.490 vs. .510 seconds), but at the 330-foot mark, the race was over; Furr tripped the light in 2.967 seconds to Mattioli's 3.105. At the 1000-foot mark, Furr was clocked at 5.713, Mattioli at 6.078.

That put Furr in the title match against Nungesser, who dusted Tommy Sloan. Nungesser turned in a 7.116-second time and a 177.33-mph top end to Sloan's 8.575-second time and 120.14-mph speed. This race was over almost as soon at it started. Sloan's reaction time was .600, while Nungesser's was .481.

In Sunday's opening round, Mattioli advanced with a 7.26-second e.t. and 172.34-mph speed to nip John Feehan in the day's first run. Mattioli led all the way, with a reaction time of .504, compared to Feehan's .533.

Then, in one of the stranger runs of the day, McClure squared off against Furr. The two ran spoke to spoke down the entire quarter-mile, and when it was over, McClure had turned a 6.92-second time and set a world record of 203.54 mph. However, Furr turned in a 6.88-second time and a top end of 203.52 mph, taking the win. McClure led at the 60-foot mark (1.125 vs. 1.160 seconds), but at the end of 1000 feet, Furr moved an eyelash in front, turning the distance in 5.770 seconds to McClure's 5.829 seconds. It was the only time anyone - including McClure - could remember a racer turning in a record run and still losing.

The only major upset in Top Fuel in Sunday's first round was Sloan's besting of Larry "Drums" Brancaccio, who qualified second. Brancaccio finished in 7.81 seconds, compared to Sloan's 7.62 time. Sloan had qualified seventh quickest. Reaction times on the tower computer showed Brancaccio off the mark at .687 seconds and Sloan off in .503 seconds. Brancaccio settled for third.

Also in Sunday's first round, Nungesser moved to third in the national Top Fuel points with a decisive win over Bob Spina, 7.12 seconds to 7.81 seconds.

In Pro Fuel, Robert Stewart bested John Feehan in round one, Bill Bertolette beat Joe Konopka, and Armon Furr, who qualified sixth, beat number-three qualifier Russell Mildenbrand when Mildenbrand's machine couldn't answer the bell.

The Pro Gas finals had only two machines competing, with David Angelonis topping Gary Stround. It was the first day on the bike for Angelonis, but you couldn't tell: His reaction time was .463 of a second to Stroud's .588 of a second, and at the 1000-foot mark Angelonis had a 6.725-to-7.054-second advantage. Final: Angelonis turned 8.089 seconds and 163.54 mph; Stroud turned 8.481 seconds and 155.52 mph.

In the Screamin' Eagle class, Jeff Eboch edged out Bill McGrew, although McGrew's reaction time was .452 of a second, compared to Eboch's .632 of a second. The ET-class title went to Dan DeGood, who also won the "Showdown at Sunset" for the third consecutive week. Susan Wevodall was second in the ET class, while Hank Green was second in the Showdown.

In the Junior class for bikers aged 11 through 16, Jordan Hasse beat Casey Bertolette for the title. Hasse had an e.t. of 14.539 seconds and a top end of 45.78 mph. CN

Numidia Raceway
Numidia, Pennsylvania
Results: May 15-16, 1999

T/F: 1. Bill Furr (Dix); 2. Dale Nungesser (Dix).
PRO/F: 1. Robert Stewert (H-D); 2. Armon Furr (Dix).
PRO/STK: 1. Dirk Higgins (H-D); 2. Tommy Harmm (H-D).
PRO/DRG: 1. Scott Truett (Fas); 2. Mark Cox (Fas).
PRO/G: 1. David Angeloni (H-D); 2. Gary Stroud (H-D).
MOD: 1. Joseph Marchant (Bue); 2. Tii Tharpe (H-D).
ST/PRO: 1. Bill McGrew (Bue); 2. Bob Bolen Jr. (H-D).
S/SPT: 1. David Doremus (H-D); 2. Craig Kirsch (H-D).
ST/ELIM: 1. Frank Dove Jr. (H-D); 2. Timothy Janczak (H-D).
SCRMN EAGLE: 1. Jeff Eboch (H-D); 2. Bill McGrew (H-D).
ET: 1. Dan DeGood (H-D); 2. Susan Wevodall (H-D).
SHOWDOWN: 1. Dan DeGood (H-D); 2. Hank Green (H-D).
JR (11-16): 1. Jordan Haase (Hon); 2. Casey Bertolette.

Millsaps is on his way to Loretta's

By Larry Witmer

BUCHANAN, MI, MAY 1-2

David Millsaps swept both motos of the highly competitive 85cc (9-13) division on his No Fear/Factory Connection/Dyna Port/Bell/Cernics Suzuki. There were several Michigan speedsters, such as Nick Adams and Josh Lichtle, keeping the pressure on Millsaps, but the Florida resident did not fold under that pressure.

The 1250 riders that came out to Red Bud were greeted with sunny skies and warm temperatures. The Ritchie crew worked hard all weekend to keep the track in tip-top racing condition, with loamy soil for dust-free racing.

The opening moto of the 85cc (9-13) class saw Millsaps come out with the holeshot, followed by Robert Kiniry, Nick Adams and Josh Lichtle. Millsaps opened up a small lead on the opening lap while Adams was on the move, passing Lichtle in the sand switchback area.

At the completion of the first lap, Millsaps had a two-second lead over the second spot. Adams charged the finish line with an inside line, overtaking Kiniry coming toward the tunnel jump. It looked like it might be a Millsaps/Adams showdown, but things went bad for Millsaps in the rough and choppy sand switchbacks. Millsaps' Suzuki caught one of the braking bumps and pitched him over the bars. Adams cruised past the downed Millsaps and took the lead. The running order was now Adams, Lichtle and Millsaps, who quickly remounted and got going before Kiniry could get by. Millsaps charged and got by Lichtle at the finish-line jump.

Adams had a small advantage over Millsaps, taking the white flag, with Lichtle just behind the front-runners, holding Kiniry at bay for third. Millsaps turned up the throttle and the pressure on the final lap, challenging Adams going up LaRocco Leap and taking an outside line with more momentum through the corner after the Leap. It worked for Millsaps; he took the lead and the win with a small advantage over Adams. Lichtle kept Kiniry at bay for third, and Matt Hopkins cruised in for fifth.

In the second moto, Millsaps showed the power of his Performance Engineering RM by taking another holeshot over the field. Lichtle was second, Adams third and Brad Ripple fourth. The competition saw no more of Millsaps, as he checked out, winning the moto with a huge advantage. But it was far from a dull race, with the fight for the runner-up slot turning into a great battle. Adams powered by Lichtle for second on the opening lap in the Apple Orchard with a faster outside line. Lichtle kept the pressure on Adams for the entire moto, with Kiniry just behind the duo. On the last lap, Adams made a mistake in the Valley Jump area just after the triples, going for the corner prior to the Double/Double Pipe Jump. The front end of Adams' KX washed out. Millsaps cruised in for the win. Lichtle was second and Kiniry third. Adams remounted and came home fourth. Jacob Marsack brought his YZ in for fifth, good for fifth overall.

"I have wanted to race here for a long time, and my dad said we could come up here for the qualifier," said Millsaps about his trip to Red Bud. "This is a great track. It's one of my favorite tracks. I don't care for the sand we have in Florida. Gary Bailey helped me with my riding style, and I would like to thank him. It has really helped."

"The track was great today," said second-placed Josh Lichtle. "I love the jumps, especially the Double/Double. I tried to keep the pressure on Nick that last moto, and it looked like the front end washed out. I have been training hard and hope to get top five at Loretta Lynn's." CN

(Above) David Millsaps grabbed the holeshot in the highly competitive 85cc (9-13) class at the Loretta Lynn's regional qualifier in Buchanan, Michigan.
(Left) Damien Plotts came away with the 125cc A-class win at the Red Bud Track and Trail event.

Red Bud Track and Trail
Buchanan, Michigan
Results: May 1-2, 1999

Saturday

AUTO (4-8): 1. James Robert (Yam); 2. Zach Bassler (Yam); 3. Jared Cline (Yam); 4. Cameron Booth (Yam); 5. Dyllon Yaw (Yam).

AUTO (4-6): 1. James Schnaus (Cob); 2. Derrick Holpuch (Cob); 3. Austin Nelson (Lem); 4. Christian Parrish (Cob); 5. Brock Bernholtz (KTM).

AUTO (7-8): 1. Dominic Izzi (Cob); 2. Brian Papst (Cob); 3. Michael Ross (Cob); 4. Matt Adrian (Cob); 5. Cameron Martinez (Cob).

60 BEG: 1. Bob Vespremi (Kaw); 2. Zachary Hays (Kaw); 3. Zachary Bassler (Kaw); 4. Nich Bizer (Kaw); 5. Bob Winiewski (Kaw).

65 (7-9): 1. Joel Jager (KTM); 2. John Heinlein (KTM); 3. Joe Lazzaretto (Kaw); 4. Jay Hackson (Kaw); 5. Kenny Henry (Kaw).

65 (10-11): 1. Grant Moreland (Kaw); 2. Mitchell Dougherty (Kaw); 3. Eric Miller (Kaw); 4. Bob Loire (KTM); 5. Jake Fricker (Kaw).

80 BEG: 1. Jimmy Miller (Hon); 2. Kevin Clark (Yam); 3. Lee Garro (Yam); 4. Tyler Snedden (Suz); 5. Dwaine Bassler (Kaw).

80 OPEN: 1. Kyle Garro (Hon); 2. Bob Kiniry (Kaw); 3. Matt Hopkins (Yam); 4. Nathan Barrett (Kaw); 5. Brandon Hileman (Kaw).

85 (7-11): 1. Josh Lichtle (Suz); 2. David Millsaps (Suz); 3. Grant Moreland (Suz); 4. Eric Miller (Suz); 5. Bob Loire (Yam).

85 (14-15): 1. Nick Vaughn (Kaw); 2. Mickey Marshall (Yam); 3. Brad Modjewski (Suz); 4. Kyle Garro (Hon); 5. Brian Schuiteman (Yam).

125 (12-15): 1. Danny Beckett (Suz); 2. John Penrod (Suz); 3. Billy Lichtle (Yam); 4. Derek Rose (Hon); 5. Chris Phelan (Yam).

16-24: 1. Justin Brusseau (Yam); 2. William Elder (Kaw); 3. Joe Kersanty (Suz); 4. Casey Clark (Yam); 5. Greg Foster (Yam).

25+: 1. Jay Wagner (Yam); 2. Darren Borcherding (Yam); 3. Scott Kirkpatrick (Hon); 4. Gary Radzicki (Kaw); 5. Nelson Copeland (Yam).

30+: 1. Darren Borcherding (Yam); 2. Scott Kirkpatrick (Hon); 3. Larry Witmer (Suz); 4. Jim Marsack (Yam); 5. Victor Edgar (Suz).

35+: 1. Jim Marsack (Yam); 2. Jeff Beerbower (Yam); 3. David Kwast (Yam); 4. Steven Yoder (Kaw); 5. Mike Scott (Suz).

40+: 1. Larry Witmer (Suz); 2. Steven Yoder (Kaw); 3. Steven Hugenell (Yam); 4. Tony Williams (Yam); 5. Charles Koch (Hon).

NON-CUR: 1. Justin Sessink (Hon); 2. Bruce Sneller (Hon); 3. Konrad Johnson (Hon); 4. Larry Haag (Kaw); 5. Mark Guzicki (Kaw).

125 A: 1. Damien Plotts (Yam); 2. David Gaylord (Kaw); 3. Jason Vienot (Yam); 4. Nathan Miller (Hon); 5. Jeremy Brewington (Hon).

125 B: 1. Joshua Woods (Kaw); 2. Jamie Beckett (Suz); 3. Danny Beckett (Suz); 4. Joe Penrod (Suz); 5. Joey Sly (Hon).

125: 1. Nate Larson (Kaw); 2. Joe Reasoner (Hon); 3. Joe Ashby (Suz); 4. Mike Tolliver (Suz); 5. Kyle Bagladi (Yam).

250 A: 1. David Gaylord (Kaw); 2. Jay Wagner (Yam); 3. Jason Vienot (Yam); 4. Damien Plotts (Kaw); 5. James Abbott (Kaw).

250 B: 1. Joshua Woods (Kaw); 2. Justin Brusseau (Yam); 3. Tony Milks (Hon); 4. Joey Sly (Hon); 5. Nathan Scheid (KTM).

250 C: 1. Jason Ashby (Suz); 2. Dennis Day (Kaw); 3. Brandon Jones (Kaw); 4. Eric Bowyer (Yam); 5. Heath Geiger (Kaw).

WMN (80-105): 1. Cara Chad (Kaw); 2. Lindsey Hicks (Kaw); 3. Cherissa Loire (Kaw).

WMN (125-250): 1. Angela Keuntjes (Kaw); 2. Jessica Snyder (Kaw); 3. Jennifer Edwards (Suz); 4. April Schroyer (Yam); 5. Jessica Beerbower (Yam).

Sunday

AUTO (4-8): 1. Zachary Bassler (Yam); 2. Bob Johnson (Yam); 3. T.J. Beaze (Yam); 4. Cameron Booth (Yam); 5. Brent Wilson (Yam).

AUTO (4-6): 1. Jacob McCraner (Cob); 2. Eric Saunders (Cob); 3. Travis Parker (Lem); 4. Doug Moline (KTM); 5. Taylor Davis (KTM).

AUTO (7-8): 1. Dominic Izzi (Cob); 2. Brian Papst (Cob); 3. Matt Adrian (Cob); 4. Thomas Fisher (Cob); 5. Nicholas Curtis (Lem).

60 BEG: 1. Zachary Hays (Kaw); 2. T.J. Beaze (Kaw); 3. Zachary Bassler (Kaw); 4. Bob Wisniewski (Kaw); 5. Billy Vann (Kaw).

65 (7-11): 1. Grant Moreland (Kaw); 2. Joel Jager (KTM); 3. Dominic Izzi (Kaw); 4. Shane Sewell (KTM); 5. Bob Chada (Kaw).

85 (9-13): 1. David Millsaps (Suz); 2. Josh Lichtle (Suz); 3. Bob Kiniry (Kaw); Nicholas Adams (Kaw); 5. Jacob Marsack (Yam).

85 (12-13): 1. Dustin Pulley (Yam); 2. Matt Hopkins (Yam); 3. Jacob Marsack (Yam); 4. Kody Kolitor (Yam); 5. Brad Ripple (Suz).

85 (7-11): 1. Josh Lichtle (Suz); 2. Grant Moreland (Suz); 3. Mitchell Dougherty (Yam); 4. Cory Slavik (Kaw); 5. Jerry Lorenz (Yam).

85 (12-15): 1. Mickey Marshall (Yam); 2. Brad Modjewski (Suz); 3. Brad Smith (Hon); 4. Jerod Whipple (Hon); 5. Kyle Garro (Hon).

85 BEG: 1. Rocky Snell (Yam); 2. Tyler Weston (Kaw); 3. Kevin Clark (Yam); 4. Kyle Wolff (Hon); 5. Chris Spitale (Kaw).

85 OPEN: 1. Brandon Hileman (Kaw); 2. T.J. Auten (Suz); 3. Dwayne Jones (Suz); 4. Max Tromp (Kaw); 5. Terry Stankiewicz (Hon).

S/MINI: 1. Nicholas Adams (Kaw); 2. Bob Kiniry (Kaw); 3. Mickey Marshall (Yam); 4. Jerod Whipple (Hon); 5. Matt Hopkins (Yam).

16-24: 1. Kyle Kohler (Yam); 2. Dane Grivicic (Yam); 3. Pete Sassano (Suz); 4. Brandon Slager (Yam); 5. Ryan Dargie (Suz).

25+: 1. Todd DeHoop (Yam); 2. David Gaylord (Kaw); 3. Jay Wagner (Yam); 4. John Sier (Kaw); 5. Richard Shearing (Kaw).

125 (12-15): 1. Billy Lichtle (Yam); 2. Randall Woodring (Yam); 3. Derek Rose (Hon); 4. Danny Beckett (Suz); 5. Tyler Wethington (Kaw).

30+ A: 1. John Sier (Kaw); 2. Scott Kirkpatrick (Hon); 3. Darren Borcherding (Yam); 4. Larry Witmer (Suz); 5. Todd Flickenger (Kaw).

30+ B/C: 1. Jim Marsack (Yam); 2. Victor Edgar (Suz); 3. Max Marsh (Kaw); 4. David Bowman (Suz); 5. Shay Fisher (Hon).

35+: 1. Jim Marsack (Yam); 2. Todd Stuart (Hon); 3. Craig Pickett (Yam); 4. Barry Buell (Hon); 5. Rick Walsworth (Hus).

40+: 1. Larry Witmer (Suz); 2. Craig Pickett (Yam); 3. Max Marsh (Kaw); 4. David Bowman (Suz); 5. Scott Curry (Hon).

50+: 1. Bob Chapman (Hon); 2. Larry Stuart (Hon); 3. Tim Graves (Yam); 4. George Wilenski (Hon).

125 A: 1. Damien Plotts (Yam); 2. Randy Valade (Kaw); 3. Todd DeHoop (Yam); 4. David Gaylord (Kaw); 5. Jason Vienot (Yam).

125 B: 1. Joshua Woods (Kaw); 2. Jamie Beckett (Suz); 3. Kyle Kohler (Yam); 4. Tony Milks (Hon); 5. Kory Warstler (Yam).

125 C: 1. Nate Larson (Kaw); 2. Joe Reasoner (Hon); 3. Jason Ashby (Suz); 4. Chris Irey (Yam); 5. Matt Haynes (Hon).

250 A: 1. Randy Valade (Kaw); 2. David Gaylord (Kaw); 3. Sam Yanbnitelli (Yam); 4. Nate Eslinger (Yam); 5. Jason Vienot (Yam).

250 B: 1. Joshua Woods (Kaw); 2. Jamie Beckett (Suz); 3. Justin Brusseau (Yam); 4. Bob Pay (Yam); 5. Tony Milks (Hon).

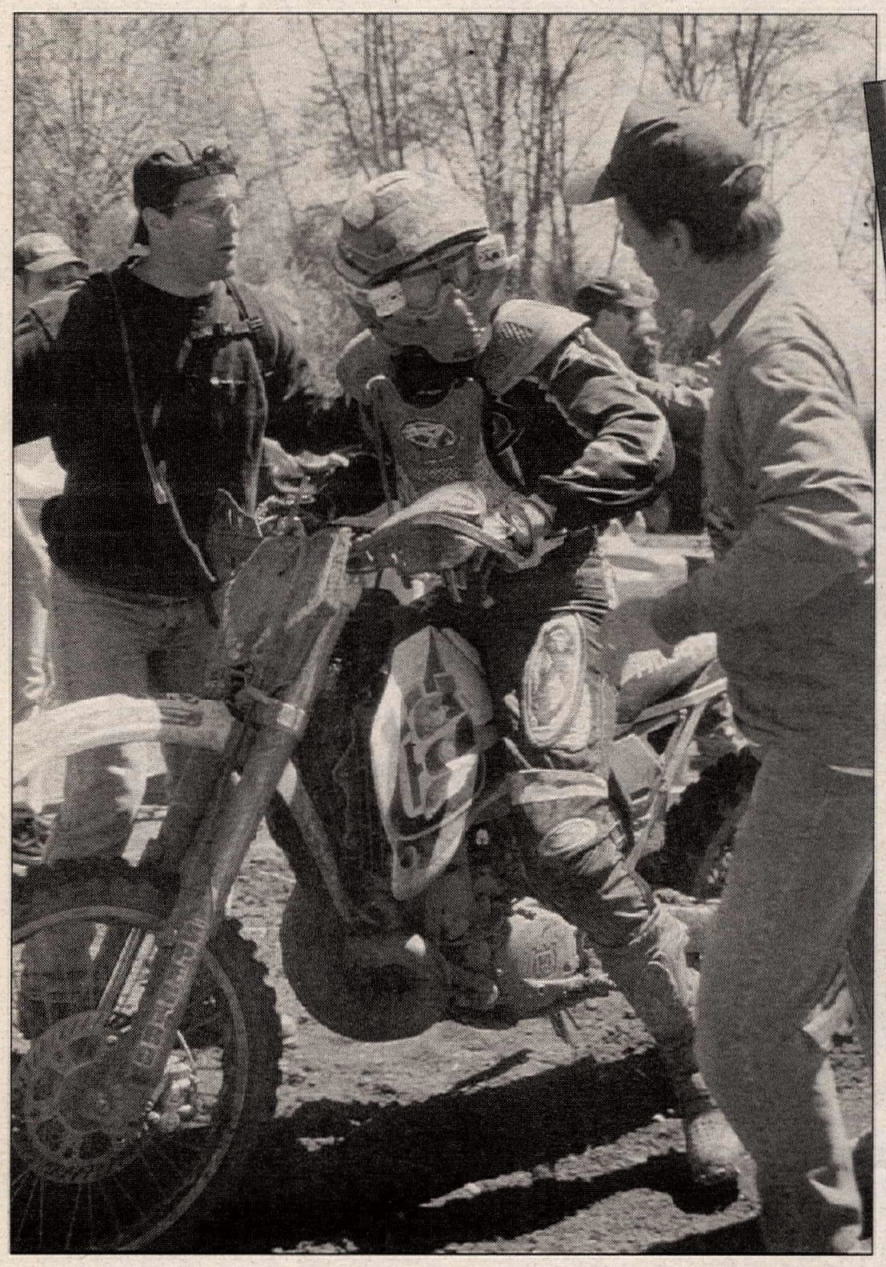
250 C: 1. Nate Larson (Kaw); 2. Jason Ashby (Suz); 3. Joe Reasoner (Hon); 4. Don Sarnazak (Hon); 5. Matt Tolliver (Suz).

WMN: 1. Stefania Bau (Kaw); 2. Jessica Beerbower (Yam); 3. Heather Zylstra (Hon).

4-STRK: 1. Justin Brusseau (Yam); 2. Mark Powers (Yam); 3. Greg Foster (Yam); 4. Bert Donaldson (Yam); 5. Jason Dollars (Yam).

NON-CUR: 1. Justin Sessink (Hon); 2. Konrad Johnson (Hon); 3. Paul Ransler (Hon); 4. Larry Haag (Kaw); 5. Ron Holcom (Kaw).

Hoess hits hard



By Mark Uth

ST. GEORGE, DE, APR. 25

Fred Hoess walked away with the overall win at the St. George Hare Scrambles, bringing home the bacon aboard his Husqvarna USA-sponsored WR250 for the first time this season. However, the same could not be said for series rival and early leader Jack Lafferty Jr., as a first-lap tangle between the two resulted in a nasty crash and a leg injury (later diagnosed as a broken fibula) that precipitated Lafferty's eventual retirement from the field. Naturally, the competitors and their respective support teams had widely divergent views of this close encounter that ultimately decided the event. Postrace rumors and speculation only served to throw gas on the fire. However, this eyewitness saw it unfold in a manner completely in line with etiquette expected of tough competitors racing for a championship.

Nearly 500 bikes entered various races, including the Youth and Pee Wee heats that preceded the main event. The sponsoring Delaware Enduro Riders unveiled a new 11-mile hare scrambles loop, run in the shadow of the newly constructed Route 1 highway suspension bridge. The huge crowd was perhaps the biggest ECEA hare scrambles turnout ever.

The race began as a near-free-for-all, with the start run in a broad, flat plain that went on for some 500 yards, on which anyone with a CR500 and an itchy throttle hand could have challenged for the holeshot. After a wide, flat first turn there was an additional mile of ribboned track in the same field, followed by eight miles of woods trail in thick second-growth wood lots west of the bridge. Lafferty was right up front at the beginning and he proceeded to lead the pack through the first turn and into the woods, most closely followed at that time by Frank Vanaman and Dan Polak. Once in the woods, however, Hoess went to work, making his way into the number-two position, right behind Lafferty. In the process, the two put some distance between themselves and the other front-runners, which included Vanaman and Kevin Bennett. Unlike many hare scrambles events in which top riders cruise along until the last lap, this race had the competitive juices boiling right out of the gate. When the lead pair popped out of the trees, they went into the barrels wheel to wheel and engines screaming.

Immediately thereafter, there was a quarter-mile run down a graded two-track straightaway that culminated with a hard right-hander that led under the bridge. In addition to being a near-180-degree turn, the trail sloped downward as it came off the two-track and onto the bottom land beneath the bridge. It was here that the deciding skirmish ensued. Naturally, both riders were hard on the gas in top gear, racing down the straightaway. With the thinnest of leads, Lafferty entered the turn too hot, both wheels skidding on the dusty hard-pack. As Lafferty drifted outside on the turn, Hoess ducked underneath, taking an inside line that perhaps blocked Jack's exit from the turn and brought the two bikes together. At the point of impact, Hoess' front wheel was just ahead of Lafferty's. Jack went down hard and fast, while Hoess skidded to a stop just a few yards down the trail and shot a quick look to ensure that his rival was unhurt. Pinned under the bike at first, Jack hastily jumped up and, with the help of several eager spectators, fired his Suzuki up and took chase forthwith, passing Hoess back to retake the lead before the completion of the second lap.

(Above left) Fred Hoess aggressively raced to the overall win at the St. George Hare Scrambles.
(Top) Jack Lafferty Jr. was leading the event until he and Hoess had a run-in that forced Lafferty to the ground. The Suzuki rider headed back to the pits with a broken leg.
(Above) Kevin Bennett was in the running for the overall until an empty gas tank ended his day.

Lafferty continued to lead for the next lap, with Hoess right on his wheel, while hotshoes Vanaman and Bennett followed some minutes back. Bennett, campaigning his Fairway KTM-sponsored EXC125 for only the second time, ran out of gas during the third lap (after only 29 miles) and ended his day pushing his bike to the pits. Near the end of the third trip around the 11-mile course, Hoess took over the lead, while Lafferty dropped off the pace. This allowed Hoess to build a cushion of several minutes, one that he would hold through the end of the race, while Lafferty called it a day at the start of the white-flag lap.

"I hurt my leg in that crash with Freddy," said Lafferty. "It didn't feel too bad at first, so I pressed on. As the race went on, it starting hurting more and more - especially when I tried to plant in right-hand turns. I think it might be broken."

The injured rider dropped out after completing four laps, while the day's top five riders all completed five.

Hoess' victory was an anticlimactic affair after the run-in with Lafferty, but one that nonetheless cemented his reputation as a tough, no-holds-barred competitor.

"This was my first race aboard the 250," said Hoess, "and it took me some time to get used to it. Man, once I did learn how to ride it, though, it was ripping."

Regarding the crash, Hoess was concerned that some people might immediately brand him the villain.

"Jack was going good and we were both flying," Hoess explained. "It was a wide turn with plenty of room. I should have been able to get around him cleanly, but you know, sometimes things just happen. Naturally, I'm sorry to hear that he's hurt."

Frank Vanaman assumed the number-two position and cruised to a fortuitous second-place finish without challenge, finishing five minutes behind Hoess. Veteran-class competitor Phil Carlin rounded out the podium, taking home the first-place trophy in the Veteran class. KDX220 pilot Jeff Kirchner had a strong day, completing five laps and finishing fourth overall, while Mike Arendasky rode his CR125 into the number-five seed, taking top honors in the A 0-200 class. Rounding out the top 10 were Bip Gunselman, Kevin Reed, Dale Hiles, Steve Pfeffer and Craig Shenigo. CN

St. George Hare Scrambles
St. George, Delaware
Results: April 25, 1999 (Round 2)

O/A: 1. Fred Hoess (Hus); 2. Frank Vanaman (KTM); 3. Phil Carlin (Yam); 4. Jeff Kirchner (Kaw); 5. Mike Arendasky (Hon); 6. James Gunselman (Yam); 7. Kevin Reed (Hon); 8. Dale Hiles (KTM); 9. Steve Pfeffer; 10. Craig Shenigo (KTM).

A 200: 1. Mike Arendasky (Hon); 2. Dale Hiles (KTM); 3. Glen Schere; 4. Todd Quinn (KTM); 5. Eric Corbin (Kaw).

A 250: 1. Fred Hoess (Hus); 2. Frank Vanaman (KTM); 3. Phil Carlin (Yam); 4. Jeff Kirchner (Kaw); 5. Craig Shenigo (KTM).

A VET: 1. Phil Carlin (Yam); 2. James Gunselman (Yam); 3. Mike McIntire; 4. M. Kilduff; 5. Mike Strause.

B 200: 1. Nick Sotiropolios; 2. Jason Catrett; 3. Nick Sears; 4. Lewis Robbins; 5. Randell Sowa.

B 250: 1. Bruce Lowman; 2. Dan Ross; 3. Mike Berenbak; 4. Jeff Potts; 5. James Waller.

C 200: 1. David Norwood; 2. Andrew Sloan; 3. Kevin Reed; 4. Charles Dennis; 5. David Glenn.

C 250: 1. Matt Kanes; 2. Bill Bilmore; 3. Brian Burt; 4. Pat Coonan; 5. William Conway.

4-STRK: 1. Steve Larkin; 2. Preston Sullens; 3. Phillip Kropp; 4. James Tevis; 5. Leroy Shook.

P/W D-1: 1. Justin Maul; 2. Steve Easter; 3. Mike Clark; 4. Jerry Crutchfeld; 5. Joan Lue Lemieon.

P/W D-2: 1. Mike Garvey; 2. Scott Cooney; 3. Greg Curlett; 4. Nicole Hinton; 5. Allan Pleasanton.

65 (7-11): 1. Kim Mall; 2. Brandon Hanning; 3. Joe Lammanna; 4. Chris Curlett; 5. Mike Garvey.

85 (7-11): 1. Ryan McGaha; 2. Mike Pero; 3. Matt Reed; 4. Justin Farmer; 5. Tom Daniels.

85 (12-15): 1. Aaron Benoit; 2. Robert Kemski; 3. Pete Lombardo; 4. Ashen Anania; 5. Nick Gray.

SR: 1. Kevin Reed (Hon); 2. Mark Lambert; 3. Ed Queitzsch; 4. Pat Sullivan; 5. Jerome Lynn (Yam).

S/SR: 1. Scott Wolfersberger (Yam); 2. Jack Lafferty (KTM); 3. Todd Ebersole; 4. George Clickner; 5. Craig Burfield.

U. S. Mega Series, Round 5

Bentley busts big

By Steve and Peggy Corlee

WYTHEVILLE, VA, APR. 25

Great weather and great racing was the order of the day as more than 400 riders were in attendance to race at the Pro Sports facility in Wytheville. The GP-like atmosphere, coupled with great track preparation by Sam Gammon's Victory Sports crew, made for a great day of racing for riders and fans alike. The Pro classes were especially entertaining, as several top East Coast riders came to challenge Kevin Walker, including SplitFire/Pro Circuit/Kawasaki rider Shae Bentley, who has recovered from his early-season injuries. Also in attendance was Suzuki of Gastonia's Jim Chester, hot off the Arenacross Series and ready to ride. Each rider knew, however, that when you're in Kevin Walker country, taking the top honors away from the Yamaha speedster would be difficult, to say the least.

The 125cc Pro action began with a bang as Kevin Walker grabbed the start ahead of the field. Chester followed, but Bentley found himself at the rear of the pack, the result of a face-plant in the first turn. Lap after lap, Walker led, with Chester in tow, keeping him honest, while Bentley worked his way up to the front-runners. Finally, in the last corner, on the last lap, Bentley made a clean pass on Chester to take second place behind Walker, much to the delight of the fans.

Second-moto action was also intense, but Bentley made no mistakes and took the win as well as the overall, ahead of Walker, Chester, Yamaha's Jared Black and KTM-mounted Richard Prather.

The 250cc Pro action proved to be exciting as well, even without the drama present in the 125cc race. Walker and Bentley split moto wins, with Bentley coming out on top in the second moto, giving him the overall win ahead of Walker, Chester, Black and Honda-mounted Hans Neel.

Amateur action was also hot, and the fun track layout inspired everyone to really hang it out. The absence of Team Green's Ben Riddle, who is usually dominant at this event, did not mean the "green guys" were out of the show, because Joshua Summey, Team Green rider and son of '70s regional Pro sensation Tony Summey, stepped into the void left by Riddle's absence and showed all that he was the man. Summey totally dominated both the Schoolboy and the 125cc B classes with wire-to-wire wins in all four motos.

Summey did not compete in the 250cc B class, which was won by Suzuki-mounted Doug Earls, who was followed by Suzuki's Evan Owenby and Vertimati-mounted Wes McCoy.

The 80cc action was brisk as well, as Suzuki-mounted Matt Miller and Ohio's William Browning II won their respective age divisions. The 60cc class was won by KX-mounted Austin Stroupe, and the Junior Mini class fell to Yamaha-mounted Jake Griffis. Stroupe was also a winner in the 50cc (7-8) contest.

In the Vet divisions, smart, consistent riding was the key. Kevin Walker won the Over 25 A class, ahead of Jim Chester. The Over 25 B class was headed by Honda-mounted Billy Cox, while Gary Slayer took the C-class honors. Over 30 action saw wins by Suzuki-mounted Albert McCoy in the A division, Steve Mason in the B division and four-stroke-mounted Chad Viers in the C ranks. The Over 40 class was dominated by Ron Jones, who also made his presence felt in both the Over 30 A and Over 35 classes. The Masters win went to Steven Lewis, who was followed by Suzuki-mounted Johnny Gibson and Georgia's Steve Corlee, also on a Suzuki. CN

Shae Bentley won the 125cc and 250cc Pro classes at round five of the U.S. Mega series at the Pro Sports Facility in Wytheville, Virginia.

Pro Sports Facility
Wytheville, Virginia
Results: April 25, 1999 (Round 5)

50 SHAFT/JR: 1. Trevor Barrett (Yam); 2. Cody Robbins (Yam); 3. Damon Goin (Yam); 4. Gavin Trettel (Yam); 5. Michael Halt (Yam).

50 (4-6): 1. Ian Trettel (Cob); 2. Forrest Lane (Pol); 3. Preston Thomas (KTM); 4. Colton Tickle (Cob); 5. Cody Robbins (Cob).

50 (7-8): 1. Austin Stroupe (Cob); 2. Les Smith (Cob); 3. Zachary Alvear (KTM); 4. Patrick Johnson (KTM); 5. Benjamin Denton (Cob).

60 (7-9): 1. Austin Stroupe (Kaw); 2. Sean Hackley Jr. (Kaw); 3. Zach Osborne (KTM); 4. Matthew Pierson (KTM); 5. Dustin Rowe (Kaw).

60 (10-11): 1. Joshua Schmitt (Kaw); 2. Mitchell Peters (Kaw); 3. Michael Ridge II (Kaw).

85 D: 1. Shayne Jordan (Kaw); 2. Garrett Welborn; 3. Justin Walker (Suz); 4. Jeffrey Coates (Yam); 5. Cris King (Suz).

85 (12-13): 1. Matt Miller (Suz); 2. Steven Shoaf (Suz); 3. Douglas Thomason (Kaw); 4. Bryan Walker (Yam); 5. Stephen Houseman (Kaw).

85 (14-15): 1. William Browning II (Suz); 2. Zachary Miller (Suz); 3. Leslie Barrett (Kaw); 4. Jake Furnace (Yam); 5. Ronnie Ling (Yam).

JR MINI: 1. Jake Griffis (Yam); 2. Chase Whitten (Kaw); 3. Chris Osborne (Suz); 4. Joshua Schmitt (Yam); 5. Sean Hackley Jr. (Kaw).

S/MINI: 1. William Browning II (Suz); 2. Douglas Thomason (Kaw); 5. Jake Furnace (Yam); 4. Brad Smith (Kaw); 5. Steven Shoaf (Suz).

SCHBY: 1. Joshua Summey (Kaw); 2. Matt Barnes (Kaw); 3. Justin Gibbs (Kaw); 4. Timothy Muterspaugh (Kaw); 5. Siler Chapman (Suz).

125 PRO: 1. Shae Bentley (Kaw); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Jered Black (Yam); 5. Richard Prather (KTM).

125 B: 1. Joshua Summey (Kaw); 2. Aaron Stancil (Yam); 3. Darby Fowler (Suz); 4. Evan Owenby (Suz); 5. Doug Earls (Suz).

125 C: 1. Adam Wilson (Yam); 2. Matt Blevins (Suz); 3. King Smith (Suz); 4. Jacob Saylor (Kaw); 5. Nicholas Wolfe (Yam).

125 D: 1. Tommy Lee (Suz); 2. Brent Justice II (Hon); 3. Bobby Prather (Suz); 4. James Pittman (Suz); 5. Jeremy Crookshanks (Kaw).

250 B: 1. Doug Earls (Suz); 2. Evan Owenby (Suz); 3. Wesley McCoy (Ver); 4. Darby Fowler (Suz); 5. Shane Hager (Kaw).

250 C: 1. Jacob Saylor (Kaw); 2. Nicholas Wolfe (Yam); 3. Matt Greene (Kaw); 4. Kyle Shoun (Hon); 5. Jason Marsh (Suz).

250 D: 1. Randy Weddington (Yam); 2. Christopher Munsey (Yam); 3. Brandon Simpson (Suz); 4. Chad Charles (Suz); 5. Michael Kidd (Kaw).

250 PRO: 1. Shae Bentley (Kaw); 2. Kevin Walker (Yam); 3. Jim Chester (Suz); 4. Jered Black (Yam); 5. Hans Neel (Hon).

U/L AM: 1. Wesley McCoy (Ver); 2. Justin Brooks (Yam); 3. Joshua Benfield (Kaw); 4. Donnie Adams (Hus); 5. Chad Yates (KTM).

U/L C/D: 1. Jonathan Riner (Suz); 2. King Smith (Suz); 3. Evan Repass (Suz); 4. Matt Greene (Kaw); 5. Charles Meadows (Suz).

25+ A: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Tim Hodock (Suz); 4. Douglas Neighbors (Yam); 5. Albert McCoy (Suz).

25+ B: 1. Billy Cox (Hon); 2. Kerry Jones (Suz); 3. Ned Blackwelder (Suz); 4. Mark Munsey (Suz); 5. Jimmy Pitcock (Suz).

25+ C: 1. Gary Slayer (Suz); 2. Kyle Shoun (Hon); 3. Allen Brown (KTM); 4. Greg Hopkins (Suz); 5. Jason Rowe (Yam).

30+ A: 1. Albert McCoy (Suz); 2. Kevin Blalock (Yam); 3. Ron Jones (Suz); 4. Ricky Joyce (KTM); 5. Leslie Belcher (Suz).

30+ B: 1. Steve Mason (Suz); 2. Kerry Jones (Suz); 3. Jimmy Pitcock (Suz); 4. Thomas Jennings (Suz); 5. David Tucker (Suz).

30+ C: 1. Chad Viers (Yam); 2. Johnny Gibson (Suz); 3. Michael Robinson (Suz); 4. Richmond Trexler (Kaw); 5. Kyle Grant (Yam).

35+: 1. Ron Jones (Suz); 2. Kerry Jones (Suz); 3. Kenneth Pruss (Yam); 4. Carl Vargo (Suz); 5. Greg Price (Hon).

40+: 1. Ron Jones (Suz); 2. Roger Arnold (Yam); 3. Carl Vargo (Suz); 4. Johnny Gibson (Suz); 5. Michael Robinson (Suz).

48+: 1. Steven Lewis (Yam); 2. Johnny Gibson (Suz); 3. Steve Corlee (Suz); 4. Byron Hager (Hon); 5. Ted Shortridge (Suz).

4-STRK: 1. Joseph Prather (Yam); 2. Albert McCoy (Yam); 3. Noel Hall (Yam); 4. Gregory Stafford (Yam); 5. James Goin (KTM).

WERA Sportsman Series

Hayden, Junge clean up

By Drew Lincoln

INDIANAPOLIS, IN, APR. 24-25

Mark Junge brought his Vesrah/Marshall Distributing-backed Kawasakis to Indianapolis Raceway Park to earn the lion's share of the Kawasaki contingency money posted at the event. He won two of the three purse classes, taking a second to young phenom Roger Lee Hayden in the last. Hayden used his 1-800-CYCLE-GEAR Suzuki GSX-R600 and 750 to dominate all of the Superstock races, as well as the Medium-weight and Heavyweight Solo 20 races on Saturday. That's six wins from seven starts on the weekend; he lost only to the talented Junge in a single event.

After winning two of the Solo 20 endurance races on Saturday, the youngest Hayden brother used his Cycle Gear Suzuki GSX-R750 to win the first of the five sprint races in which he was entered on Sunday - the A-Superstock race. Hayden had to ride his Dunlop-shod 750 to the limit to beat several of the more-powerful Yamaha R-1s that are so dominant in Open-class Superstock races. Hayden, who will turn 16 at the end of May, is biding his time until the AMA National at Road Atlanta in June so that he can begin the first year of his two-year contract to run the AMA Nationals for Suzuki. Hayden, who missed the WERA National Challenge Race at Talladega Grand Prix Raceway, was coming off a great weekend of racing at the newly reconfigured Gateway International Raceway in St. Louis, where he set the new motorcycle track record - the first track record in his fledgling career.

The first encounter between Hayden and Junge was in the C Superstock race early in the day. Hayden, with one race and a win under his belt already, came out swinging. Hayden raced a similar Suzuki GSX-R600 to second place in the 600cc Suzuki Cup Final behind Josh Hayes last year, so it was obvious that this is a motorcycle on which he is comfortable going fast. Junge, who also raced Suzukis last year, has switched to the Kawasaki ZX-6R for the 1999 season and seems to feel right at home on the green bikes. Junge manhandled the competition a week earlier at the opening round of the WERA National Challenge Series in the Pirelli 600cc Superstock and 1100cc Superstock races. Junge finished second to Hayden here at Indy, with Alien Racing's Mike Mashewske, back from an early-season injury, on another Kawasaki in third.

Two races later, Hayden was back on his GSX-R750 to win the B Superstock class, ahead of Travis King and Steve Campisano, also on Suzuki 750s. This was Hayden's third win and made for a total sweep of all the Superstock races. The remainder of Sunday's sprint races were all Superbike and Formula classes.

Junge and Hayden went head to head again in the Kawasaki contingency-paying C Superbike class, but this time it was Junge who came out on top. Junge, on his Dunlop-equipped ZX-6R, had the measure of Hayden, on his GSX-R600, and Mashewske on another Kawasaki. C Superbike was Mashewske's second third-place finish of the day and, along with his third-place finish in the Medium-weight Solo 20 the day before, this comprised an altogether successful return to racing. This was the last Hayden/Junge battle of the event, leaving Hayden with his first and only loss of the weekend and Junge with his first win and maximum Kawasaki contingency money.

Junge went on to win the Formula One race on his Vesrah/Marshall Distributing Kawasaki ZX-9R, ahead of William Mrklas on an Ohio Superbike-backed Yamaha R-1. Junge took advantage of the substantial horsepower and light weight of the new ZX-9R to win the 1100cc Superstock race at the WERA National Challenge opener as well, beating a swarm of the usually all-conquering Yamaha R-1s in the process. More racers may want to take a look at the big Kawasaki if Junge keeps up his winning ways.

The last race of the day, B Superbike, would end a long weekend of racing for Earl Hayden's youngest son, Roger Lee. B Superbike was his fourth sprint victory of the day and his sixth win of the weekend. We can expect this young man to rise to national stardom as fast - or even faster - than his two older brothers.

Fifteen-year-old prodigy Jason DiSalvo continued his utter domination of the small-bike Grand Prix classes with another win in the 125cc Grand Prix race, and in the Formula Two class as well, on his Alien Racing/Applied Business Systems' Honda RS125. DiSalvo, hot off his first National win at the

Steve Leivan (1) and Chris Nesbitt (4) finished first and second at a muddy round three of the Missouri Hare Scrambles Championship Series.

WERA National Challenge races, was reportedly trying out a Honda 250cc GP bike in the Saturday Solo 20 races; he took a second place to Hayden, who rode a Suzuki GSX-R600.

In the Novice Production and Superbike classes, Jeff Selbert equaled Hayden's accomplishment of four out of five sprint-race wins on the day. Selbert, on the venerable Suzuki GSX-R600, took wins in B and C Production, C Superbike, and Formula One Novice, as well as a fourth place in the B Superbike race, which was won by Bruce Ostrander.

Tim Barker and Michael Merrill had two wins each. Both won the Lightweight Twins and Clubman classes in their respective ranks, Barker in the Expert and Merrill in the Novice. Stewart Aitken-Cade, after settling for second behind DiSalvo in the 125cc Grand Prix class, was able to use his Michelin-shod Honda RS125 to beat former TKO endurance team owner Steve Doolin, riding a Ducati 750, in the Heavyweight Twins race. Aitken-Cade also won the Lightweight Solo 20 on Saturday on his 125cc Grand Prix bike. CN

Indianapolis Raceway Park
Indianapolis, Indiana
Results: April 24-25, 1999

A S/STK: 1. Roger Lee Hayden (Suz); 2. Travis King (Suz); 3. Paul Ducato (Yam); 4. William Mrklas (Yam); 5. Jim Vancil (Suz).

B S/STK: 1. Roger Lee Hayden (Suz); 2. Travis King (Suz); 3. Steve Campisano (Suz); 4. Troy Yeomans (Suz); 5. Todd Snyder (Suz).

C S/STK: 1. Roger Lee Hayden (Suz); 2. Mark C. Junge (Kaw); 3. Mike Mashewske (Kaw); 4. Dan Wade (Suz); 5. Troy Yeomans (Suz).

B PROD: 1. Jeff Selbert (Suz); 2. Jason H. Bockelman (Suz); 3. Robert Culp (Suz); 4. Derick Young (Hon); 5. Charles T. Allen (Suz).

C PROD: 1. Jeff Selbert (Suz); 2. Donald Crayne (Hon); 3. Robert Culp (Suz); 4. Sam Whitton (Suz); 5. Derick Young (Hon).

B S/BK EX: 1. Roger Lee Hayden (Suz); 2. Steve Campisano (Hon); 3. Rob Austin (Suz); 4. Jess Roeder (Yam); 5. Trent L. Thompson (Suz).

C S/BK EX: 1. Mark C. Junge (Kaw); 2. Roger Lee Hayden (Suz); 3. Mike Mashewske (Kaw); 4. Rob Uecker (Suz); 5. Dan Wade (Suz).

D S/BK EX: 1. Robert T. DiCello (Yam); 2. Mark Sweeney (Lav); 3. Terry L. Abbott (Suz); 4. Matt Spiroff (Hon); 5. Troy Montgomery (Yam).

B S/BK NOV: 1. Bruce Ostrander (Suz); 2. David W. Lacavich (Suz); 3. Charles T. Allen (Suz); 4. Jeff Selbert (Suz); 5. Derick Young (Hon).

C S/BK NOV: 1. Jeff Selbert (Suz); 2. Derick Young (Hon); 3. Sam Whitton (Suz); 4. Carl Peltzer (Hon); 5. Charles Dozois (Suz).

D S/BK NOV: 1. Rob Stevens (Hon); 2. Michael Merrill (Kaw); 3. Bill Breitong (Hon); 4. Kenneth R. Dunson (Hon); 5. Kent Flanery (Hon).

F-1 EX: 1. Mark C. Junge (Kaw); 2. William Mrklas (Yam); 3. Matthias Schaub (Yam); 4. Paul Ducato (Yam); 5. Todd Snyder (Suz).

F-2 EX: 1. Jason DiSalvo (Hon); 2. Dr. Aaron Stein (Yam); 3. Al Hall (Hon); 4. Chuck Batinovic (Hon); 5. Scott Meyer (GP).

125 GP: 1. Jason DiSalvo (Hon); 2. Stewart Aitken-Cade (Hon); 3. Chuck Batinovic (Hon); 4. Scott Meyer; 5. Steven J. Cherney (Hon).

F-1 NOV: 1. Jeff Selbert (Suz); 2. Bruce Ostrander (Suz); 3. David W. Lacavich (Suz); 4. Charles T. Allen (Suz); 5. Derick Young (Hon).

F-2 NOV: 1. Jason Peters (Hon); 2. Mitchell Stein (Yam); 3. Gary Waggoner (Apr); 4. Karen E. Reilly (Yam); 5. Tod Loxley (Yam).

H/W TW EX: 1. Stewart Aitken-Cade (Hon); 2. Steve Doolin (Duc); 3. Al Hall (Hon); 4. Chuck Batinovic (Hon); 5. Terry L. Abbott (Suz).

L/W TW EX: 1. Tim Barker (Yam); 2. Mark Sweeney (Lav); 3. Terry L. Abbott (Suz); 4. Jay McMackin (Yam); 5. Rich Graver (Suz).

H/W TW NOV: 1. Don Dewees (Suz); 2. James L. Knipp (Duc); 3. Neal N. Gray (Suz); 4. Robert Burn; 5. Jason Peters (Hon).

L/W TW NOV: 1. Michael Merrill (Kaw); 2. Rob Stevens (Hon); 3. Bill Breitong (Hon); 4. Jeff Wilder (Suz); 5. James Lewis (Kaw).

CLBMN EX: 1. Tim Barker (Yam); 2. Mark Sweeney (Lav); 3. Paul F. Morris (Hon); 4. Rich Graver (Suz); 5. Jay McMackin (Yam).

CLBMN NOV: 1. Michael Merrill (Kaw); 2. Robert Terando (Rtx); 3. Mitchell Stein (Yam); 4. Robert Zum Mallen (Hon); 5. Jeff Wilder (Suz).

Missouri Hare Scrambles Championship Round 3

Leivan keeps rollin'

By Frank Leivan

MARSHFIELD, MO, MAY 2

It took more than two hours for SCR/Yamaha rider Steve Leivan to make it to the front of the pack during round three of the Missouri Hare Scrambles Championship, but when the checkered flag flew, Leivan had his third consecutive victory in hand, due to a last-second pass for the lead on Chris Nesbitt.

A 9-mile course that was in perfect condition early Sunday morning turned into a 6.5-mile rutted quagmire due to a thunderstorm that started around 9:30 a.m. and continued on throughout the afternoon. Of the 116 riders who started the event, nearly half failed to take the checkered flag, and only four riders - all AAs - completed seven laps.

When the 14-rider AA class blasted off the line, Chris Thiele controlled the first turn, with KTM rider Mike Windmann and Brock Busenbark, on a borrowed Husky 360, in pursuit. Jerry Hemann, in his first race in several years, held fourth, with Leivan close behind. Just minutes into the race, Hemann and Leivan went down.

"Hemann fell in a turn and I must have clipped his rear wheel when I tried to go around, because I went down, too," said Leivan. "It was bad enough to go down and lose positions, but I had a hard time passing guys back."

The running order after the first 19-minute lap was Nesbitt (who had come back from a two-kick start), Windmann, Busenbark, Brandon Forrester and Hemann. Leivan completed lap number one in 12th position, but he moved up a couple of spots when some of the riders in front of him missed the scoring lane and had to loop back around.

Up front, Windmann moved around Nesbitt, and these two picked up the pace, knocking nearly two minutes off of the previous lap time. Leivan moved all the way up to third on the second go-around, but he was nearly a minute behind the leading duo. Once Leivan moved into third, he picked up the pace and reeled in the leaders. As the fourth lap began, Leivan moved around Windmann in a rutted section, and he thought that he had passed Nesbitt as well.

"I was right with those guys at the check and got by Mike when he got a little cross-rutted," said Leivan. "That section had bikes stuck everywhere, and when we got back to clear trail, I couldn't see Chris (Nesbitt), so I figured that he was one of those stuck bikes. I kinda cruised, thinking I was leading; then, at the end of the lap, I caught Chris and the race was on."

Nesbitt had more to worry about than the upcoming Leivan.

"I had no brakes for the last half of the race, so I was just trying to go fast enough to keep Steve (Leivan) behind me," said Nesbitt. "I had no goggles, either, so it was better to be in front."

Leivan tailed Nesbitt, trying to make a pass, but it was not easy.

"When we got to the tight sections, he would just slow down, since he knew I couldn't pass him," said Leivan. "Then, when we got to the open stuff, he would pick it back up."

With a lap and a half to go, Leivan made his bid for the lead. The original trail turned into a creek bed for a few yards, and then exited it. Most riders crossed the creek, rode along the bank, and then crossed again. Leivan proved that the original line was fastest by moving ahead of Nesbitt, who had chosen the more popular route. Leivan's time in front, however, was brief.

"I finally made it to the front and decided to try and make a break," said Leivan. "I guess that I was trying too hard, because I lost the front end and fell. Chris yelled at me to see if I was okay when he went around me."

With only a lap to go, Nesbitt and Leivan were in a position to settle the race between themselves. With Nesbitt riding smoothly and picking all of the good lines, Leivan had his work cut out for him. Each time that Leivan tried a pass attempt, Nesbitt had an answer and kept his Moose/Scott/Trelleborg YZ250 in the lead. Then, with only a few hundred yards left in the race, Nesbitt opened the door, and Leivan was there to go through.

"I held him off everywhere I thought he would have a chance to get by," said Nesbitt. "Then, in the last section of trail, I made a mistake and picked the wrong rut. I didn't fall or get stuck, but it slowed me down enough that Steve went around. I thought I had it won."

"I was waiting for a mistake and it took all the way to the end for him to make one," explained Leivan. "He was just as fast as I was - maybe faster today - and I just wanted to be close enough to take advantage if he messed up. That's probably the best that I have seen Chris ride, and I hope getting this close doesn't motivate him too much."

Leivan and his Dunlop/Pro Action/NGK/Answer-backed WR400 crossed the line with five seconds over Nesbitt. Just over five minutes later came Windmann, with Forrester breathing down his back. Only six seconds separated the battle for the final podium position, with 1998 ISDE silver medalist Windmann getting the nod.

Tanner England finished a season-best fifth, the first rider with six laps. Kevin Boyle charged all day long and was rewarded with sixth overall. The winner of the A class, Bobby Duncan, finished seventh overall while nursing a poorly running machine that had taken on its fair share of water throughout the day. He managed to keep his bike running long enough to overtake Ryan Wuebbeling on the final lap. Wuebbeling finished eighth, second in the A class, just three seconds up on Suzuki rider Kevin Borts. KTM 200 rider Leigh Letellier rounded out the top 10. CN

Missouri HS Championship Series
Marshfield, Missouri
Results: May 2, 1999 (Round 3)

O/A: 1. Steve Leivan (Yam); 2. Chris Nesbitt (Yam); 3. Mike Windmann (KTM); 4. Brandon Forrester (Yam); 5. Tanner England (Yam).

AA: 1. Chris Nesbitt (Yam); 2. Mike Windmann (KTM); 3. Brandon Forrester (Yam); 4. Tanner England (Yam); 5. Kevin Boyle (Hon).

A: 1. Bobby Duncan (Yam); 2. Ryan Wuebbeling (Yam); 3. Kevin Borts (Suz); 4. Walker Luedtke (Yam); 5. Derek Zinchuck (G-G).

125 B: 1. Jason Dill (Kaw); 2. Casey Hinkel (Yam); 3. Luke Manion (Yam); 4. Matt Jameson (KTM); 5. Mike Hulsey (Kaw).

200 B: 1. Steve Crews (Kaw); 2. Justin Smith (Kaw); 3. Dale Griesinger (KTM); 4. Pat Declue (KTM); 5. Matt Mannering (Kaw).

250 B: 1. Danny Crawford (Hon); 2. Bryan Roy (Kaw); 3. Joe Straatmann (Kaw); 4. Jason Stegall (Kaw); 5. Matt Weis (Yam).

250 C: 1. Kevin Mathis (Yam); 2. Michael Hamilton (Yam); 3. Aaron Hightower (Yam); 4. Roger Robinett (Yam); 5. Sam Cook (Hon).

OPEN B: 1. Chris Sloan (Yam); 2. Duane Rambo (Hon); 3. J.R. Hansen (KTM); 4. Karl Harris (Hon); 5. Jeff Kuechenmeister (ATK).

4-STRK B: 1. Nick Crawford (Yam); 2. Gary Pilant (Hon); 3. David Gay (Yam); 4. Joseph Armon (Hon); 5. James Troy Hancock (Yam).

VET: 1. Dave Barry (Suz); 2. Rick Kinkelaar (Yam); 3. Tom Summers (Yam); 4. David Dillingham (KTM); 5. Carl Dobson (KTM).

JR: 1. Zack Mabery (Hon); 2. Steve Akers (Kaw); 3. Jeremy Hansen (Yam); 4. Sam Lawson (Hon); 5. Cameron Mittelberg (Kaw).

SR: 1. Jay Williams (Yam); 2. Brad Barnett (Yam); 3. Everett Shinault (Hon); 4. Andy Nored (Kaw); 5. Jimmy Jones (Kaw).

S/SR: 1. Lee Glenn (Hon); 2. Frank Leivan (Yam); 3. Gerald Frericks (KTM); 4. Rick Carpenter (KTM).

WMN: 1. Sherri Declue (Kaw); 2. Amanda Lappe (Hon); 3. Kellie Crawford (Hon); 4. Rebecca Jackson (Kaw).

TR: 1. Shay Cardin (Kaw); 2. Damian Mahoney (Hon); 3. Rusty Callaway (KTM); 4. Marcus Nelson (Suz); 5. Justin Wilson (Suz).

RMEC Enduro Series, Round 4

Schmelzle smokes 'em

By Troy Raynor

CHADRON, NE, MAY 2

Ron Schmelzle captured his first overall RMEC win at the Pine Ridge Enduro with an aggressive and flawless ride aboard his YZ125. Schmelzle, a Six Days silver medalist, had the small-bore bike all wrung out on his way to placing in front of the remaining 350-rider-strong contingent of competitors.

The 31st annual Pine Ridge Enduro, which served as round four of the RMEC championship series, started under threatening skies. Rain had fallen just a few days before, which meant trail conditions were at their best. The damp and dark claylike Nebraska soil made for great traction and good, safe racing.

The first of three challenging loops gave the riders a few miles to find their rhythm before they were checked into the first of many long special-test sections. The riders were sent into the famous Pine Ridge gullies and narrow, overgrown ravines. The Boulder Yamaha/FMF/Fox/Smith-backed Schmelzle gave notice to the competition early by marking out of the first test section with the lowest score. KTM-mounted Forrest Tobin, Bryan Penney and Suzuki-mounted Chris Willbanks were close behind. Most of the first loop was tight, technical single-track trail. The fast pace was maintained throughout the 41-mile, six-check, three-special-test first loop.

The second loop started out with a check-in at the first possible. Riders were on the gas, crossing high-speed meadows and then plunging back into some very tight trail. What seamed like new, virgin terrain was really an existing trail that had recently been logged. This made for challenging and creative riding. Schmelzle made up some ground in this section.

"I just tried not to ride over my head," Schmelzle explained. "This place can put you on your head in a hurry."

At the second gas, it was still Schmelzle, with Tobin, KX-mounted Penney, and Willbanks all together and too close to call.

C riders finished just before the second gas. Tom Gale put in a good ride on his KTM and won the overall in the C class. Jerry Coy won the Sportsman class aboard his KTM.

The third loop was fast compared to the 27-mile special test. Riders dropped into a very narrow, 10-foot-high rocky section, with lots of footpeg marks on the sides. The section got the top riders way behind before they were turned loose onto some high-speed fire roads and open meadows. The fun factor was high as they gassed it up in high gear through the fast ravines, launching off the plateau dropaways into the sand washes below.

Schmelzle was happy to win his first RMEC overall, carding a nine.

"I only crashed once, when I caught neutral trying a side-hill pass on three guys at once," said Schmelzle. "I usually ride this race WFO, but today I rode a little more conservative."

Just one point back, Tobin hung tough, taking second overall.

Senior A-class rider Chris Willbanks had a great ride, finishing third overall with 11 points. Penney kept his KX hard on the gas to finish fourth overall. Mark Stevens finished fifth overall on his KX. Top B-class overall winner Mike Harvey put in a good ride on his KTM. YZ-mounted Ben Jansma had his best-ever ride, winning the 250cc B class. Andrew Hill took the win in the Four-Stroke B class. CN

Pine Ridge Enduro
Chadron, Nebraska
Results: May 2, 1999 (Round 2)

O/A A: Ron Schmelzle (Yam).
O/A B: Mike Harvey (KTM).
O/A C: Tom Gale (KTM).
AA: 1. Ron Schmelzle (Yam); 2. Forrest Tobin (KTM); 3. Bryan Penney (Kaw); 4. Mark Stevens (Kaw); 5. Scott Bright (Kaw).
OPEN A: 1. Mark Hines (KTM); 2. Paul Douglas (KTM); 3. Tom O'Connor (KTM); 4. James Wey (KTM); 5. Richard Staley (Yam).
SR A: 1. Chris Wilbanks (Suz); 2. John Blythe (Kaw); 3. Perry Bicra (Kaw); 4. Tony Good (Yam); 5. Thomas Flint (Kaw).
S/SR LONG: 1. Ron Less (KTM); 2. Sheldon Otto (KTM); 3. Gary Schmidt (KTM); 4. Steve Reschie (KTM); 5. Larry Burghardt (KTM).
200 A: 1. Walter Luedtke (Yam); 2. Mart Geary (KTM); 3. George Villanyi (KTM); 4. Greg Hufer (KTM); 5. Ross Rohde (Yam).
250 A: 1. Dave Neumeister (Hon); 2. Norm Greenlee (Yam); 3. Mark Burghardt (KTM); 4. Jon Adams (Yam); 5. Norman Nicholas (KTM).
4-STRK A: 1. Burton Piesxa (Yam); 2. Shawn Tescher (Yam); 3. Jim Pearson (Yam); 4. David Pearson (Hon); 5. Kenny Perkins (Hus).
VET A: 1. Troy Raynor (Yam); 2. Shannon Long

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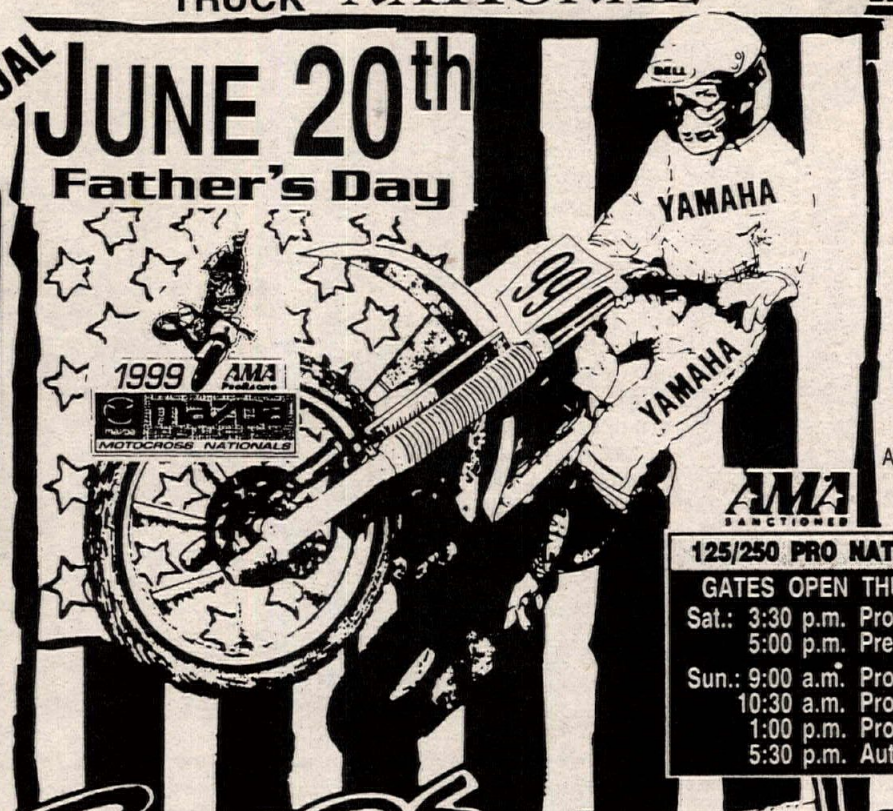

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(Kaw); 3. Dennis Mesward (Kaw); 4. Morgan Murri (KTM); 5. Kevin Staman (Hon).

200 B: 1. Mike Harvey (KTM); 2. Luke Matlock (KTM); 3. Chris Keating (Hon); 4. Chad Ragle (KTM); 5. Mark McDonough (KTM).

250 B: 1. Ben Jansma (Yam); 2. James Hohn (Yam); 3. Jay Peterson (Kaw); 4. Luke Rust (Hon); 5. Steven Wintholz (Kaw).

OPEN B: 1. Eric Holman (KTM); 2. Jason Butts (KTM); 3. B.J. Diehl (KTM); 4. David Andress (KTM); 5. Kyle Moller (KTM).

SR B: 1. Curt Larsen (KTM); 2. Bill Agardy (Kaw); 3. Jim Gohde (KTM); 4. David Dorsey (Yam); 5. Mike Tescher (Hon).

4-STRK B: 1. Andrew Hill (Yam); 2. Matthew Woody (Kaw); 3. Brett Anderson (Kaw); 4. Chris Farrar (Yam); 5. Cody Swanson (Hon).

VET B: 1. Alan Regier (Kaw); 2. Shawn Brown (Hon); 3. Mike Jaudon (Yam); 4. Todd Kercker (KTM); 5. Lee Johnson (Kaw).

200 C: 1. Tristan Lundberg (Yam); 2. Scott Chandler (Hon); 3. Bill Mier (Kaw); 4. Robert Judd (KTM); 5. Richard Williams (Hon).

250 C: 1. Paul Pranke (Yam); 2. Dale Bardines (Hon); 3. Brent Erickson (KTM); 4. Ronald Margden (Suz); 5. John Haas (Suz).

OPEN C: 1. Bud Meyer (Kaw); 2. Darin Lamb (Hon); 3. Bob Austin (Yam); 4. Brian Clingan (Hus); 5. Aaron Newland (KTM).

SR C: 1. Daniel Curdy (KTM); 2. Bruce Cummins (Yam); 3. Tony Cooper (KTM); 4. Rob Anderson (KTM); 5. Don Doris (Hon).

4-STRK C: 1. Christopher Fisher (KTM); 2. Mitch Clausen (Hus); 3. Scott Hoffmeyer (Hon); 4. Bill Benson (Yam); 5. Justin Warning (Kaw).

WMN: 1. Gladys Limbaugh (Kaw); 2. Nichole Bradford (KTM); 3. Karol Hockensmith (KTM); 4. Patricia Schmidt (Kaw).

SPTSMN: 1. Jerry Coy (KTM); 2. Tony Vadmais (KTM); 3. Jeff Quast (ATK); 4. Dave Dargano (KTM); 5. Tim Gerber (KTM).

S/SR SHORT: 1. Howard Utsey (Hon); 2. Robert King (KTM); 3. Ted Erlemine (Kaw); 4. John Tobin (KTM); 5. Roger Dowden (KTM).

VET C: 1. Tom Gale (KTM); 2. Barry Schafer (KTM); 3. Fred Braddock (ATK); 4. Larry Feuerstein (Kaw); 5. Kenny Rogers (Hon).

NETRA Hare Scrambles Series, Round 2

Timothy not leery at Lembo Lake

By Cheri Alix

MODENA, NY, APR. 25

For the first time in the history of the Lembo Lake Hare Scrambles, it was not raining or cold. There was not even a cloud in the sky. Track conditions were perfectly dry, with just a few sticky sections in the woods, including one mudhole. The course is usually a complete slopfest, with either a steady rain throughout the entire event or torrential downpours throughout the day.

This strange atmospheric phenomenon drew riders from all corners of the Northeast, almost 600 riders in all. It drew the largest front line of any NETRA event, which turned out to be 22 AA riders. Most of the usual NETRA Hare Scramblers were on hand, as well as a handful of enduro riders and several top riders from New York and New Jersey.

The large turnout delayed the start of the Expert event by more than half an hour. But when the flag finally dropped for the eight-lap event, it was Patrick Timothy taking the holeshot, followed by Mike Moore and Luke McNeil.

The riders hit a short motocross track intended to thin them out before they headed into the woods for the 6.5-mile course. They weaved through the woods for about 2.5 miles before shooting out into the first apple orchard on the other side of the lake. The course continued bouncing the riders back and forth between the woods and the apple trees before they headed back around the lake. It only took Timothy 16:16 to complete the first lap, with Moore just two seconds behind.

"I had no idea who was behind me on the first lap," said Timothy. "There were a lot of new guys on the front row that I didn't recognize. I just kept hearing him and looking back, wondering, 'Who is this guy?'"

Kyle Hochstetler (251) won the day's 125cc C contest, while Matt Howard (622) maintained his points lead in the class at round four of the 11th annual AMA Georgia Championship MX Series, held at Bremen MX.

Timothy continued to hold the lead for the second lap, with Moore staying within 10 seconds in second place. On the third lap, Moore called it quits due to a mechanical problem, leaving Timothy to ride alone for the third lap.

Luke McNeil was down 30 seconds in third place for the first two laps, with Tom Norton right on his rear fender.

"I haven't raced for over six months," said Norton. "I didn't know what the pace was. When Luke (McNeil) passed me, I started laughing. I remember when I had to carry his 80cc bike through the mudholes, and here he was, blowing my doors off. I figured I needed to pick it up a little at that point."

On the third lap, Norton caught and passed McNeil, taking over the second-place position. Timothy now had more than a minute lead on the pack as they headed out for the third lap. His lead shrunk a bit when Timothy got crossed up and crashed in the mudhole, not a mile into the lap. By the time the riders came into the barrels, Norton had shortened Timothy's lead to under a minute. Timothy had to stop in the pits for new gloves, coming out just a bike length ahead of Norton. The two held their positions until they got to the mudhole.

"Tom (Norton) took the better line around and he came out just ahead of me," said Timothy. "I just clipped him and went down. I caught right back up and we swapped places for the next several laps."

At the end of the fourth lap, the two riders had put 30 seconds on third-placed McNeil, who was now having problems with his clutch - he had to adjust it several times during each lap. Brian Lawson was down only five seconds in fourth place, with Rob Santheson holding down fifth place, back another 30 seconds. By the end of the sixth lap, both riders were able to overtake McNeil and his ailing bike to take over third and fourth place, respectively. Lawson continued to pull away from Santheson and McNeil on the final two laps, taking third place with a comfortable lead of 2 1/2 minutes over fourth place, which was regained by McNeil on the final lap. Santheson rounded out the top five, down another 30 seconds.

Timothy went on to claim his first victory of the season with a 50-second lead over second-placed Norton.

It was the first race in more than a year in which no Expert rider broke into the top 10. Of the 211 riders that left the line, only 29 completed the entire eight laps. Yamaha 250 rider Matt Jalbert was the top finishing Expert rider, taking 11th overall. Todd Santheson was the next Expert rider off the line, finishing back another 40 seconds to take the Expert 250cc-class win. The top finishing Amateur was CR125-mounted R. Maxon.

The Novice and Junior classes ran earlier in the day. Tim Lemin edged out 291 other riders to take the overall in the Novice division. The Junior and Mini classes ran three laps of the 6.5-mile course in just under one hour, with Scott DeCosta taking the class win. Robert Langenback finished in second, down two minutes. Heidi Landon continued her dominance of the Women's class, edging out former class champion Diane Conalli by more than four minutes. *CN*

Lembo Lake Hare Scrambles
Modena, New York
Results: April 25, 1999 (Round 2)

O/A CHAMPION: Patrick Timothy (KTM).
A H-PT: Matt Jalbert.
B H-PT: R. Maxon (Hon).
C H-PT: Tim Lemin (Hon).

AA: 1. Patrick Timothy (KTM); 2. Tom Norton (Yam); 3. Brian Lawson (Yam); 4. Luke McNeil (Yam); 5. R. Santheson (Hon).

JR: 1. Scott DeCosta (Suz); 2. Robert Langenback (Yam); 3. R. Dence (Suz); 4. B. Ciccardlo (Suz); 5. P. Corcoran (Yam).

MINI: 1. Paul Dellaghelfa (Kaw); 2. S. Dutil; 3. M. Forrest (Kaw); 4. A. Neal (Kaw); 5. E. Koehler (Kaw).

WMN: 1. Heidi Landon; 2. Diane Conalli; 3. Dawn Shayer.

NOV 125: 1. D. Lutz (Hon); 2. E. Chocheck (Hon); 3. E. Parent (Hon); 4. B. Natsisht (Hon); 5. C. Carpenter (Yam).

NOV 4-STRK: 1. Jamie Bennett (Suz); 2. Enrico Bartocetti (Hon); 3. Brian Passarini (Hon); 4. David Williams (Kaw).

NOV OPEN: 1. J. Cordeiro (Hon); 2. S. Reynolds (Hon); 3. T. Donderio (Hon); 4. L. Zibell (Kaw); 5. R. Ringuette (Hus).

NOV 200: 1. P. Fischetto (Kaw); 2. R. Blei (KTM); 3. D. Young (KTM); 4. S. Allegrezza (Yam); 5. J. Parker (KTM).

NOV SR: 1. John Lawrence (Kaw); 2. Allen Allsop (Yam); 3. L. Mongelli (Hon); 4. Mike O'Rourke (Hon); 5. Lloyd Parker (Kaw).

NOV 250: 1. A. Franco (Kaw); 2. G. Jordan (Hon); 3. J. Chubay (Hon); 4. E. Kipp (Yam); 5. M. Coleman (Hon).

NOV VET: 1. R. Bowman (Hon); 2. Tom Van Decker (Hon); 3. Steve Daus (Hon); 4. W. Rahnlow (Kaw); 5. M. Mojninan (Kaw).

AM SR: 1. P. Fogarty (Yam); 2. R. Merrill (Yam); 3. K. Koeller; 4. D. Kanney (KTM).

AM 4-STRK: 1. J. Morrison (Hon); 2. Stace Ames (Hon); 3. Greg Corbin (Hon); 4. J. Simonds (Yam).

AM 250: 1. A.J. Shoop (Kaw); 2. B. Babcock (Yam); 3. C. Hallett (Hon); 4. M. Baldwin (Yam); 5. K. Fahey (Yam).

AM VET: 1. R. Capson (Suz); 2. E. Reinhard (KTM); 3. N. Hathaway (Kaw); 4. D. Foss; 5. D. Wager.

AM 200: 1. R. Maxon (Hon); 2. Mark Griffin (Hon); 3. G. Smith (KTM); 4. R. Rounds (KTM); 5. J. Barrett (Hon).

AM OPEN: 1. A. Jalbert (Hon); 2. M. Bates (Hon); 3. D. Fox (Hon); 4. C. Kuzra (Hus).

EX 250: 1. Matt Jalbert; 2. Todd Santheson (Yam); 3. J. Staples (Yam); 4. Charles Timothy (Kaw); 5. Bob Simeon (Hon).

EX 200: 1. Kris Mooney (KTM); 2. Denny Anderson (Yam); 3. E. Maynard (Yam); 4. Steve Formanek (Hon); 5. Brian Wozniak (Kaw).

EX OPEN: 1. P. Byrnes (Yam); 2. D. Byrnes (KTM); 3. D. Clark (Yam).

EX SR: 1. Jim Price (Yam); 2. Jerry Randall (Yam); 3. P. Moroney (KTM); 4. Chris Fahan (Hon).

EX VET: 1. T. Roe (Kaw); 2. J. Brown (KTM); 3. T. Dahkowski (KTM); 4. H. Bowen (Kaw); 5. Mark White (Suz).

EX 4-STRK: 1. Jim Burns; 2. M. Burdick; 3. C. West.

Hochstetler hot at Bremen MX

By Gary Crider

BREMEN, GA, APR. 25

Florida resident Kyle Hochstetler came away with both class wins in hard-fought 125cc and 250cc C racing at Bremen Motocross, while Casey Bullington topped the fierce 125cc and 250cc B divisions. Alabama's Clark Stiles easily won every moto in the 125cc and 250cc A classes. The event served as round four of the 11th annual AMA Georgia Championship MX Series.

Due to the large number of entries in the 125cc C class, qualifying heats had to be run to narrow the field. Hochstetler set a quick pace en route to winning both his qualifier and the main. Series point leader Matt Howard turned in a lackluster performance, netting sixth overall, but he managed to hold on to his points lead over Tyler Norris, who finished third on the day.

Hochstetler returned in 250cc C action, where he posted the winning 2-1 score after sharing moto wins with series points leader Josh Askew. SYD's Askew had to settle for runner-up honors over Brad Hamby.

Coming into this round, the top three series contenders in the 50cc Shaft-Drive division -Kayla Boswell, Kelby McAlister and Cathryn Champion - were tied for first, with 116 points each.

The day went poorly for McAlister, as he suffered mechanical problems in the first moto and a crash in the final. McAlister posted 10-5 finishes and dropped to fourth in the points standings. Boswell won the day and maintained her points lead. Champion finished 3-2 for third on the day and second in the points chase.

J.J. Maleske finished ahead of Gregory Roberts in both 60cc/80cc Pre-Teen (7-11) motos. Maleske's 3-1 tally was enough for the overall, ahead of Roberts. Division points leader Brad Wright won the opening moto but suffered a last-place finish in moto two. Wright's series lead remained intact, however.

The 80cc (7-11) contest saw Freewheeling Honda's Jase Lewis go by defending champion Luke Bunzendahl to win the opening moto. Lewis finished ahead of Bunzendahl again in moto two and netted the overall win. Points leader Austin Albers finished 6-1 for third.

Josh Mulligan clawed his way to the top of both the 80cc (9-13) and (12-15) classes while Zack Lundy fought off challenges from Chris Ivey to win the Super Mini class.

Tommy Martin topped the Over 25 class after sharing moto wins with runner-up Sean Dukes. Martin returned to win the Over 30 class with a perfect score over series leader Mike Garrett.

Defending champion Kevin Brulé notched a perfect score in the Over 40 contest. Brulé also won the Over 35 division after first-moto winner Greg Roberts did not finish the second moto.

Results

50 SHFT: 1. Kayla Boswell (Yam); 2. Jesse Turner (Yam); 3. Cathryn Champion (Yam); 4. Austin Smith (Yam); 5. Jason McCurdy (Yam).

50 (4-6): 1. Grant Ransdell (Lem); 2. Kayla Boswell (Lem); 3. Dylan Howell (Act); 4. Cathryn Champion (Pol); 5. Jesse Turner (Pol).

50 (7-8): 1. Bubba Crosby (Cob); 2. Stephen Amerson (Cob); 3. Shane Bowlden (Cob); 4. Patrick Kelley (Cob); 5. J. Howie Holden (Cob).

60 (7-9): 1. J.J. Maleske (KTM); 2. Bubba Crosby (Kaw); 3. John Mulligan (Kaw); 4. Jordan Pittman (Kaw); 5. Jeff Gilliam (Kaw).

60 (10-11): 1. Matt Tisdale (Kaw); 2. Bryan Milligan (Kaw); 3. Keegan Keel (Kaw); 4. Aaron Lundy (Kaw); 5. Blake North (Kaw).

60/80 PRE-TEEN (7-11): 1. J.J. Maleske (Suz); 2. Gregory Roberts (Suz); 3. Christian Gibney (Kaw); 4. Chip Weatherup (Suz); 5. John Schwarz (Kaw).

80 (7-11): 1. Jase Lewis (Hon); 2. Luke Bunzendahl (Yam); 3. Austin Albers (Yam); 4. Bradley Wright (Kaw); 5. Josh Moritz (Hon).

80 (9-13): 1. Josh Mulligan (Kaw); 2. Austin Albers (Yam); 3. Drew Askew (Yam); 4. Jase Lewis (Hon); 5. Cory Cone (Yam).

80 (12-15): 1. Josh Mulligan (Yam); 2. Chris Ivey (Kaw); 3. Zack Lundy (Hon); 4. Drew Askew (Yam); 5. Branan Woodard (Hon).

S/MINI 100: 1. Zack Lundy (Hon); 2. Chris Ivey (Kaw); 3. Leah Cantrell (Suz); 4. Curtis Dyer (Yam); 5. Wesley Gramling (Yam).

125 YTH: 1. Derrick Fisher (Suz); 2. Christopher McCorkel (Suz); 3. Cody Watford (Suz); 4. Dash Lyle (Suz); 5. Chad Minter (Suz).

125 BEG: 1. Mic Carr (Suz); 2. Jeremy Wilson (Kaw) 3. Corey Malone (Hon); 4. Carl Holden (Suz); 5. Edward Piper (Suz).

250 BEG: 1. Jason Parker (Kaw); 2. Travis Fain (Hon); 3. Paul Hart (Yam); 4. Shawn McMichen (Hon); 5. Jason Mathis.

125 C: 1. Kyle Hochstetler (Kaw); 2. Bryan Bellamy (Yam); 3. Tyler Norris (Yam); 4. Josh Askew (Suz); 5. Andy Caroll (Yam).

250 C: 1. Kyle Hochstetler (Kaw); 2. Josh Askew (Suz); 3. Brad Hamby (Yam); 4. Claude Sewell (Hon); 5. Clay Burnett (Yam).

125 B: 1. Casey Bullington (Yam); 2. Dash Lyle (Suz); 3. Brian Gray (Yam); 4. Cody Watford (Suz); 5. Adam Denson (Hon).

250 B: 1. Casey Bullington (Yam); 2. Lee Rob Jones (Hon); 3. Chris Addington (Suz); 4. Joel Sewell (Suz); 5. John Watkins (Yam).

16-24 AM: 1. Lee Rob Jones (Hon); 2. Jay Irvin (Yam); 3. Bryan Bellamy (Yam); 4. Ryan Tuggle (Hon); 5. Nathan Lee (Hon).

25+: 1. Tommy Martin (Suz); 2. Sean Dukes (Suz); 3. Mike Garrett (Suz); 4. Kevin Cozadd (Hon); 5. Sam Kistler (Yam).

30+: 1. Tommy Martin (Suz); 2. Mike Garrett (Suz); 3. Rodney Cavender (Kaw); 4. Joel Sewell (Suz); 5. Marty Williams (Kaw).

35+: 1. Kevin Brulé (Suz); 2. Greg Lassiter (Kaw); 3. Mike Henderson (Hon); 4. Robert Nearn (Suz); 5. Warner Wilbourn (Suz).

40+: 1. Kevin Brulé (Suz); 2. Vance Chase (Hon); 3. Billy Scoggins (Suz); 4. Bobby Staggs (Kaw); 5. Warner Wilbourn (Suz).

125 A: 1. Clark Stiles (Kaw); 2. Chad Albritton (Hon).

250 A: 1. Clark Stiles (Kaw); 2. Tommy Martin (Suz); 3. Chad Albritton (Hon); 4. Dwayne Bone (Hon); 5. Sean Dukes (Suz).

Ryan rails the Rollercoaster at Shelby Supercross

By Barbara Williams
Photos by Loren William

SHELBY, NC, MAY 2

Jonathan Ryan took top honors in the Junior Mini class at round one of the Rollercoaster Racing Tour Supercross Series, in a nail biter of a race with Chris Osborne. Ryan's Rick's Cycle/Tecnosel-backed Suzuki led the first two laps, but then a bobble allowed Suzuki of Gastonia's Osborne to take over the lead. Screaming into the last turn nose to tail with Osborne, Ryan suddenly saw an opening. Slick as Charlie's Soap, Jonathan made the pass and took the win by a mere bike length.

Nearly 300 riders participated in the opener at the Cleveland County Fairgrounds. The large number of entrants forced split races in several classes, lengthening the program some, but everyone raced the prescribed number of laps, and racing still ended well before midnight.

Jonathan Ryan was one of the beneficiaries of that action, as the Junior Mini division had originally been scheduled to run with the Super Mini division. As things turned out, both classes ran by themselves. Ryan and Osborne headed the field on the start of their Junior Mini qualifier, setting the pace for Steven Houser, Justin Hopson, Jessie Carney and late arrival Tyler Clark, who had no opportunity to practice. Osborne slipped into the lead after the first lap and gave Ryan some good moves to watch - and learn from. Houser finished third, Hopson fourth and Clark fifth - before he endoed on the finish line. As there was no real damage done, Tyler returned to his pits to get ready for the Junior Mini main.

When the gate dropped for the Junior Mini main event, Ryan leaped out front early and looked good to stay in the lead until he dropped the Suzuki in the last turn of lap three. Osborne was quick to fill the gap, and the two had stretched out enough of a lead on the rest of the field that Ryan managed to remount without losing more than one position.

Ryan spent the rest of the race pushing Osborne, challenging, watching for an opening, and finally, on the very last turn, he forced the leader to go just a little too wide. That was enough for Jonathan, who rocketed into the point position with 50 feet to go to the checkers.

Chris answered with a vicious twist of his own throttle, coming within a bike length of a repass to take runner-up.

Results

50 (4-6): 1. Cody Robbins (Cob); 2. Tres Waldrop (KTM); 3. Dakota Matthews (Cob); 4. Trevor Barrett (Cob); 5. Colton Renaker (KTM).

50 (7-8): 1. Patrick Johnson (KTM); 2. Josh Harris (Lem); 3. Brandon White (KTM); 4. Brandon Newman (KTM); 5. Lucas Long (KTM).

50 SHAFT: 1. Cody Robbins (Yam); 2. Tres Waldrop (Yam); 3. Trevor Barrett (Yam); 4. Justin Stevens (Yam); 5. Jacob Whitlock (Suz).

65 (7-9): 1. Steven Houser (Kaw); 2. Tyler Clark (Kaw); 3. Aryton Dunkel (Kaw); 4. Cody Robbins (Cob); 5. Patrick Johnson (Yam).

65 (10-11): 1. Chris Osborne (Kaw); 2. Justin Hopson (Kaw); 3. Ian West (Kaw); 4. Tim Hoyle (Kaw); 5. Shawn Wyatt (Kaw).

80 BEG: 1. Mikie Moss (Hon); 2. J.J. Jackson (Yam); 3. Jeremy Allison (Suz); 4. Drew Sheffield (Kaw); 5. James Brown Jr. (Kaw).

JR MINI: 1. Jonathan Ryan (Suz); 2. Chris Osborne (Kaw); 3. Steven Houser (Suz); 4. Tyler Clark (Kaw); 5. Joey Billie (Suz).

85 (12-13): 1. Jordan Harrill (Kaw); 2. T.J. Knight (Yam); 3. Sam Dixon (Hon); 4. Bobby Hunt (Suz); 5. John-Michael Patterson (Kaw).

85 (14-15): 1. Jeffrey Arnold (Hon); 2. Michael Laws (Kaw); 3. Drew Sheffield (Kaw); 4. Nick Nobles (Hon).

S/MINI: 1. Todd Nixon (Kaw); 2. Jeffrey Arnold (Hon); 3. Michael Laws (Suz); 4. Michael Martin (Yam); 5. Sam Dixon (Hon).

125 EXHIB: 1. William Wilson (Yam); 2. Paul Justus (Suz); 3. Michael Duke (KTM); 4. Aaron Ellenburg (Suz); 5. Nathan Lekson (Yam).

125 C D-1: 1. Bradley Robertson (Yam); 2. Dwane Mitchell (Yam); 3. Derek Cook (Hon); 4. Alex Harrill (Kaw); 5. Jeremy Saunders (Hon).

125 C D-2: 1. Josh Johnston (Kaw); 2. Kevin Helms (Hon); 3. T.J. Fairbanks (Suz); 4. Larry Neal (Yam); 5. Scott Knight (Yam).

125 D D-1: 1. Shannon Hunt (Kaw); 2. Chad Perrell (Yam); 3. Regan Perry (Suz); 4. Jackie Russ (Hon); 5. Doug Presson (Hon).

125 D D-2: 1. Jason Vickery (Suz); 2. Billy Harbin (Suz); 3. Brandon Beane (Hon); 4. T.J. Ford (Yam); 5. Josh Hinson (Hon).

250 EX: 1. William Wilson (Yam); 2. Paul Justus (Suz); 3. Jason Libera (Yam); 4. Mark Price (Yam).

250 C: 1. Roger Parker (Yam); 2. Jesse Baker (Suz); 3. Steven White (Kaw); 4. Jason Koenig (KTM); 5. David Graddy (Yam).

250 D: 1. Ed Coleman (KTM); 2. Jamie Rogers (Hon); 3. Thomas Knight (Yam); 4. Alex Holden (Suz); 5. James Van Atta (Yam).

25+ A/B: 1. Eric Scott Mainess (Hon); 2. David Shugart (Yam).

25+ C: 1. Scott L. Williams (Kaw); 2. Jason Koenig (KTM); 3. Scotty Tyson (Yam); 4. Alex Little (Hon); 5. Marcus Alverson (Yam).

30+: 1. David Shugart (Yam); 2. Scott Tyson (Yam); 3. Scott Campbell (Kaw); 4. Mark Whitley (Yam); 5. Dewitt Jenkins (Yam).

35+: 1. Travis Bell (Suz); 2. Scott Campbell (Kaw); 3. Dewitt Jenkins (Yam); 4. Freddy Patterson (Kaw); 5. Mike Justice (Kaw).

U/L AM: 1. Jason Libera (Yam); 2. Bradley Robertson (Yam); 3. Jason Brendle (Hon).

U/L C/D D-1: 1. T.J. Fairbanks (Suz); 2. Kevin Helms (Hon); 3. David Graddy (Yam); 4. Josh Johnston (Kaw); 5. Jeremy Saunders (Hon).

U/L C/D D-2: 1. Dwane Mitchell (Yam); 2. Jesse Baker (Suz); 3. Steven White (Kaw); 4. Brian Bolick (Suz); 5. Brandon Biggerstaff (Yam).

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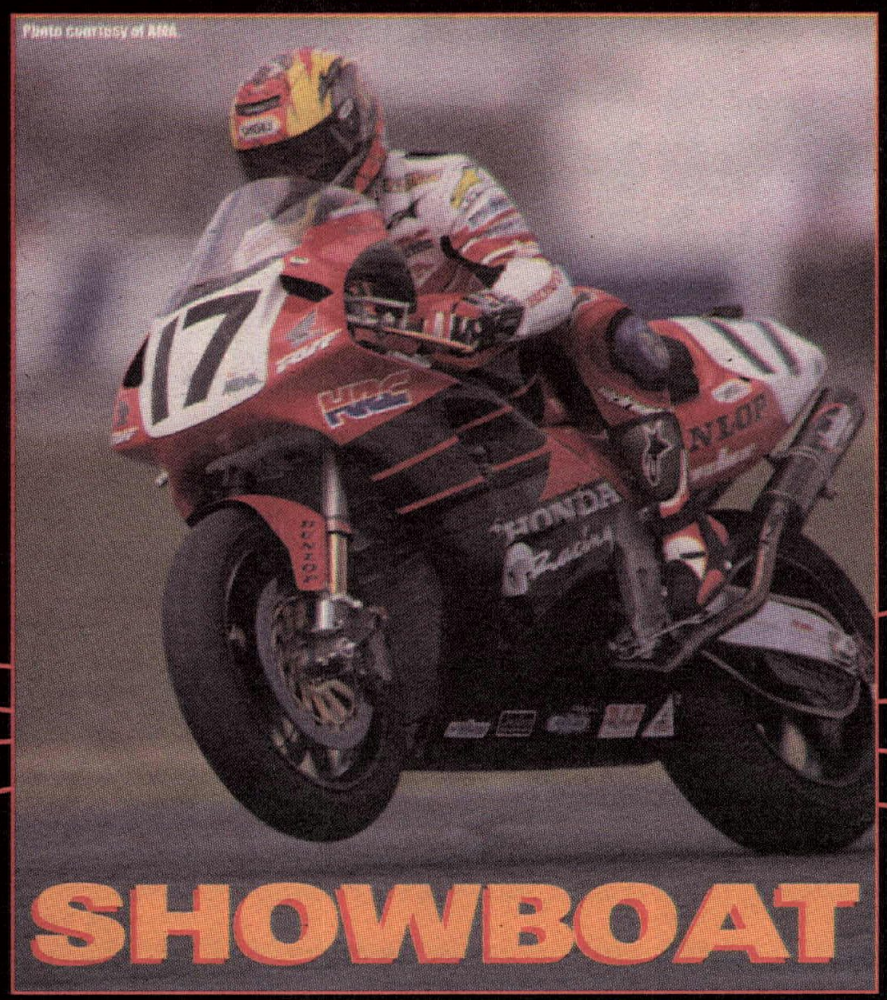

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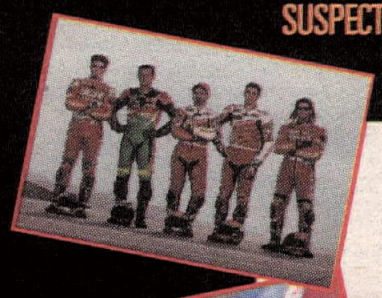

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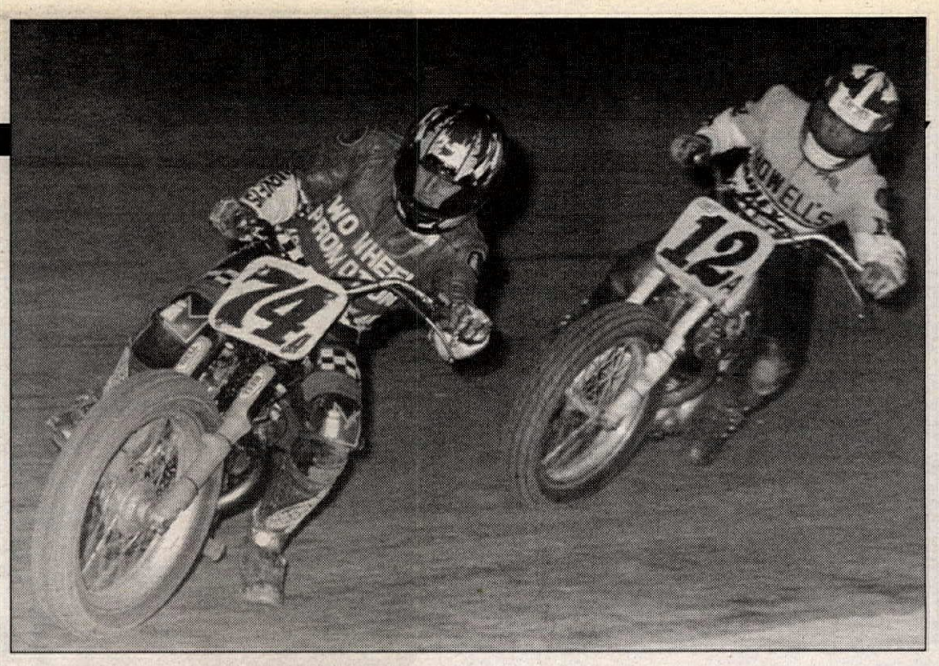

(Left) Dag Boyesen (4) absconds with the holeshot in the first 250cc Expert moto at Hurricane Hills Motocross in Clifford, Pennsylvania.
(Above) Phil Libhart (12A) and John Winsett Jr. (74A) run first and second during the 750cc A main event at Trail-Way Short Track in Hanover, Pennsylvania.

Carpenter tacks down win at Hurricane Hills Motocross

By Jim Sanderson

CLIFFORD, PA, MAY 9

Manchester Honda-sponsored Paul Carpenter smoked the field in the 125 and 250cc Expert classes with perfect 1-1 scores for the day. Track conditions were quite muddy due to heavy rains that fell on Friday and Saturday. By the second half of the race program, the track had dried out considerably. About 250 riders braved the wet and muddy conditions to race the 26 classes slated for the program.

Dag Boyesen got the racing under way in the 250cc Expert class when he managed a clean holeshot despite the muddy conditions. Trailing him were Mark Hopkins, Brian Hill and Robert Eichlin. By the time the pack cleared the newly revised Hurricane rhythm section, the top five were Boyesen, Hopkins, Carpenter, Eichlin and Clint Esposito. Carpenter passed Hopkins for second just after the spectator triple, but Hopkins had second back by the huge Hurricane step-up. Boyesen had a five-second lead by halfway through lap one. Hopkins went down when his front tire washed out as he was entering a corner, which allowed Carpenter to take second, Eichlin third, Esposito fourth and Brian Hill fifth. Hopkins remounted in sixth.

At the start of lap two, the top three remained unchanged, while Esposito crashed, allowing Hill to move up to fourth and Hopkins to fifth. Hopkins then began putting pressure on Hill for fourth. The plan apparently worked, because Hill then dumped it, allowing Hopkins to take fourth. At about the same time, a battle for the lead was under way between Boyesen and Carpenter. Carpenter managed to get around Boyesen on the long straight at the back of the track, along the tree line. Carpenter quickly began to pull away and had a six-second lead by lap three, and he increased it to 10 seconds by the beginning of lap four. Carpenter took the checkered flag with more than a 20-second lead. Rounding out the top five were Boyesen, Hopkins, Eichlin and Richard Heverly.

Carpenter nailed the holeshot in the second 250cc Expert moto and never looked back. Trailing behind were Boyesen, Hopkins, Eichlin and Jed Schappert. Hopkins block-passed Boyesen for second by doubling at the end of the rhythm section, causing Boyesen to go down in the corner. The leaders were now Carpenter, Hopkins, Eichlin, Schappert and Heverly. Boyesen remounted in sixth. Heverly moved up to fourth, while Boyesen blew by Schappert on the Hurricane step-up to take fifth. Carpenter's lead was 13 seconds by lap three, with Hopkins, Eichlin, Boyesen and Heverly trailing. Boyesen got around Eichlin for third near the halfway mark of lap four. Carpenter took the checkers with a 17-second lead and whipped his bike over the spectator triple for the crowd. Rounding out the top five were Hopkins, Boyesen, Heverly and Schappert.

Results

50 P/W: 1. Jesse Morris (Yam); 2. Austin Mulhern (Yam).

50 (4-6): 1. Anthony Peregrin (Cob); 2. Robbie Bardo (KTM).

50 (7-8): 1. Nicholas McPhee (Cob); 2. Zachary Whitmore (Cob); 3. Aaron Mulhern (Cob); 4. Michael Daubert (KTM).

65 (7-9): 1. Sean Hackley (Kaw); 2. Matthew Hougentogler (Kaw); 3. Marshall Hurd (Kaw); 4. Abbi Jo Bardo (Kaw); 5. Zachary Whitmore (Kaw).

65 (10-11): 1. Mitchell Dougherty (Kaw); 2. Sean Wallace (Kaw); 3. Daniel Zabrowski (Kaw); 4. Tyler Kline (Kaw); 5. Billy Jenkins (Kaw).

85 (7-11): 1. Mitchell Dougherty (Yam); 2. Sean Hackley (Kaw); 3. Tony Esgro (Kaw); 4. Kenneth Mileski (Kaw).

85 (12-13): 1. Wayne Jennings (Kaw); 2. Stephen Corazzi (Kaw); 3. James Ayers (Hon); 4. Justin Deemie (Hon); 5. Jacob Feaster (Kaw).

85 (14-15): 1. Justin Jackson (Hon); 2. Zachary Feaster (Yam); 3. Brad Ford (Kaw); 4. Stephen Marcinko (Suz).

S/MINI: 1. Justin Jackson (Hon); 2. Bradley Munn (Kaw); 3. Stephen Corazzi (Kaw); 4. Ronnie Bardo (Kaw).

SCHBY: 1. Matthew Coyle (Suz); 2. Jarred Kimble (Hon).

CLGBY: 1. Antonio Poccia (Kaw); 2. David Ginolfi (Kaw); 3. Richard Heverly (Yam); 4. Daryl Erskine (Kaw); 5. Travis Hesket (Yam).

125 BEG: 1. Eric Sherwood (Suz); 2. Brad Bellows (Suz); 3. Raymond Mileski (Kaw); 4. Jeremy Allen (Hon); 5. Larry Farber (KTM).

125 A: 1. Paul Carpenter (Hon); 2. Michael Dougherty (Yam); 3. Jason Harper (Hon); 4. Jed Schappert (Yam); 5. Antonio Poccia (Kaw).

125 B: 1. Travis Hesket (Yam); 2. Jordan Jackson (Hon); 3. David Ginolfi (Kaw); 4. Matthew Coyle (Kaw); 5. Jason Lewis (Kaw).

125 C: 1. Garnett Payne (Hon); 2. Tom Wharton (Suz); 3. Aaron King (Yam); 4. Adam Ford (Suz); 5. Daniel Deemie (Hon).

250 BEG: 1. John Frederickson (Hon); 2. Brian Wilcox (Yam); 3. James Sherwood (Suz); 4. David Nyzio (Yam); 5. Kenneth Burke (Kaw).

250 A: 1. Paul Carpenter (Hon); 2. Mark Hopkins (Yam); 3. Dag Boyesen (Suz); 4. Richard Heverly (Yam); 5. Clint Esposito (Hon).

250 B: 1. David Ginolfi (Kaw); 2. Carl Snyder (Hon); 3. William Babcock (Yam); 4. Fred Metzger (Yam); 5. Matthew Hibbard (Suz).

250 C: 1. Michael Swan (Hon); 2. Frank Hughes (Yam); 3. Frank Roche (Suz); 4. Jeff Hoffman (Kaw); 5. Joseph Mangravito (Yam).

25+ A: 1. Larry Harper (Kaw); 2. Paul Waslin (Kaw); 3. Darryl Smith (Kaw).

25+ B: 1. William Babcock (Yam); 2. Keith Crothers (Hon); 3. Jason Lewis (Kaw); 4. Timothy Henery (Hon); 5. Bill Zonca (Yam).

30+ A: 1. Dag Boyesen (Suz); 2. Larry Harper (Kaw); 3. Fisher James (KTM); 4. Robert Eichlin (Suz); 5. Keith Hawkins (Yam).

30+ B: 1. Keith Crothers (Hon); 2. Kim Kline (Hon); 3. David McNeal (Hon); 4. Lance Rowland (KTM); 5. Timothy Henery (Yam).

30+ C: 1. James Duckworth (Hon); 2. Jeff Opt (Hon); 3. Joseph Mangravito (Yam); 4. Matthew Rutt (Yam); 5. Jim Sanderson (Suz).

40+: 1. Fisher James (KTM); 2. Kim Kline (Hon); 3. C. Gilbert Coleman (Suz); 4. Martin Weaver (Suz); 5. Rees Firestone (Suz).

WDSMN: 1. Robert Wagner (Kaw).

Winsett, Lewis win Trail-Way Short Track

By Len and Ben Breech

HANOVER, PA, MAY 1

Ricky Winsett Jr. and John Lewis V continued their early-season domination at Trail-Way Speedway's short track. Winsett took the 600cc A and Sportsman finals; Lewis destroyed the 65cc class, while Brian Phillips Jr. kept the ABBA Services-sponsored Lewis honest in his 85cc (7-11) final. An unusual double win was recorded by Larry Burkholder. He easily won the 600cc B contest and also took the Over 40 final victory, which usually goes to an A rider. Mike Klopp took advantage of a lapped rider to slip by race-long leader Jim Hollister to take the Over 30 win. Jake Johnson took advantage of Roy Miller's misfortune to take the 250cc A victory, while Phil Libhart slipped under John Winsett Jr. for the 750cc A win. Dave Smith again took the 500cc Two-Valve victory.

Brett Pugh kept up his stranglehold on the 50cc Oil-Injected class, although, as the only 50cc (4-6) rider entered, he easily won the final. Bobby Weir was the 50cc (7-8) winner. Shawn Baer won the 125cc B class, and Timmy Mitchell took the 250cc B final.

Winsett took the 600cc A wins, with Kevin Varnes second, separated by two-hundredths of a second. In the lone Sportsman heat, Varnes beat Winsett in one of the fastest six laps in the 27-year history of the track. But Varnes was scratched from the finals because he was not feeling good. With his main competition sidelined, Winsett appeared to have it wrapped up, but Roy Miller had other ideas. He led the 600cc A field out of the second turn, with Winsett, Don Mullen, Phil Libhart and Mike Klopp starting to lose some ground to the front duo. While Mullen ran a lonely third, Libhart and Klopp swapped fourth several times during the race. At the end of the third lap, Winsett shot under Miller and pulled several lengths by the end. Klopp ended the battle for fourth when he got a little high in the first turn on the final lap and low-sided. Winsett had an easier time in the Sportsman contest, jumping in front of Mullen.

Jim Chapman grabbed the holeshot of the 750cc A final, with John Winsett Jr., Phil Libhart, and Mike Keane behind him. Winsett and Libhart passed Chapman at the end of the second lap as they jumped out in front of the rest in their battle for the lead. Winsett's Triumph started to miss slightly in the turns, and Libhart finally got under him for the lead just past the halfway point.

After a couple of false starts, Roy Miller put a few lengths on Jake Johnson, Jim Haas and Joey Tyeryar at the completion of the opening lap and started to pull away from the tight Johnson/Haas battle for second. On the third lap, it suddenly became a battle for the lead as Miller coasted into the infield with a locked-up engine. For the rest of the race, Johnson kept his Deptford Honda-sponsored Honda just in front of Haas.

Results

50 OIL-INJ: 1. Brett Pugh (Yam); 2. Josh Standiford (Yam); 3. Mike Diffenderfer (Yam); 4. Mitch Harvat (Yam); 5. Derek Hersh (Yam).

50 (4-6): 1. Eric Stump (KTM).

50 (7-8): 1. Bobby Weir (Cob); 2. John Long III (Lem); 3. Evan Baer (Pol); 4. Jeff Haldeman (Lem); 5. Megan James (Act).

65: 1. John Lewis V (KTM); 2. Brandon Robinson (Kaw); 3. Jeff Haldeman (Hon); 4. Trevor Jessop (Kaw); 5. John Long III (Yam).

85 (7-11): 1. John Lewis V (Yam); 2. Brian Phillips Jr. (Yam); 3. Jonathan Jordan (Kaw); 4. Bryan Armstrong (Kaw); 5. Brandon Robinson (Hon).

85 (11-15): 1. Devin Jessop (Suz); 2. Travis Sennett (Yam).

125 B: 1. Shawn Baer (Yam); 2. Jonathan Reid (KTM); 3. Ryder Malone (Kaw); 4. Robbie Reynolds (Hon).

250 A: 1. Jake Johnson (Hon); 2. Jim Haas (Kaw); 3. Corey Hormes (Hon); 4. Joey Tyeryar (Yam); 5. Raun Wood (Yam).

250 B: 1. Timmy Mitchell (Yam); 2. Mike Brabson (Hon); 3. Shane Fox (Suz); 4. Shawn Baer (Rtx); 5. Doug Reinert (KTM).

500 A 2-VALVE: 1. Dave Smith (Yam); 2. Jim Chapman (Yam); 3. Nick Taylor (Yam); 4. Raun Wood (Yam); 5. Larry Hoffman Jr. (Yam).

600 A: 1. Ricky Winsett (Rtx); 2. Roy Miller (Rtx); 3. Don Mullen (Rtx); 4. Phil Libhart (Hon); 5. Nate Davis (Rtx).

600 B: 1. Larry Burkholder (Hon); 2. Bruce Miller (ATK); 3. Timmy Mitchell (Yam); 4. Shane Fox (Suz); 5. Scott Slade (Mai).

750 A: 1. Phil Libhart (Tri); 2. John Winsett Jr. (Tri); 3. Jim Chapman (Tri); 4. Mark Myers (Tri); 5. Mark Miller (H-D).

30+: 1 Mike Klopp (Hon); 2. Jim Hollister (Rtx); 3. Dallas Baer (Rtx); 4. David Smith (Rtx); 5. John Price (Tri).

40+: 1. Larry Burkholder (Hon); 2. Jim Chapman (Rtx); 3. Mike Keane (Hbg); 4. Bruce Miller (ATK); 5. Ed Romecki Jr. (Yam).

SPTSMN: 1. Ricky Winsett (Rtx); 2. Don Mullen (Rtx); 3. Nate Davis (Rtx); 4. Jared Mees (Hon); 5. Nick Airment (Rtx).

Thornton splinters Barona Oaks Motocross

By Homer Eubanks

RAMONA, CA, MAY 2

The motocross action at Barona Oaks Raceway was stinging as Sean Thornton turned out to be a thorn in the sides of the Pro 125cc and 250cc riders.

The 250cc Intermediate riders were grouped in with the 125cc 250cc Pro class, and Intermediate Sean Thornton spanked the Pro field in both motos. Although he proved himself to be faster, Thornton could take start lessons from Lars Eric-Larsson, as Larsson absconded with the holeshot in both motos. Thornton, however, was able to maneuver around Larsson early in both motos.

Thornton used his horsepower to outdistance Larsson over the infield triple in both motos. Japanese rider Masaki Hiratsuka took home the Pro money and put pressure on Thornton in both motos. Hiratsuka was third off the line in both motos but managed to take control of his class by the third lap in each moto.

Chad Sparks took home the second-place money as Larsson DNFed the second moto. Michael Sleeter came home the big 125cc winner. Sleeter laid to waste all the 125cc Intermediate riders, although Joshua West and Jake Elkins gave him a lot of competition. West took second in moto one and Elkins had a DNF.

In the second moto, Elkins kept it together and crossed over second, and West was back in fifth. Sleeter also took repeat wins in the 125cc (16-25) division. Again, West turned out to be Sleeter's biggest competition, crossing over second in both motos. Elkins made his presence felt with repeat third spots.

Cory Macomber showed the 125cc (12-15) riders the fastest route around the Barona course. Macomber recorded two wins, with Steven Haughelstine trailing in both motos. Clinton Pierce took third on the day with two third-place finishes.

The Navarro brothers continued their dominance in the 80cc classes. Josh Navarro took home the Intermediate honors and Joey won the Novice class. Joey Navarro finished fourth in the Supermini battles but showed the other 10 riders the fastest route to turn one in each moto.

Mickey Griffin won the Supermini overall after Jesse Casillas DNFed the first moto with a broken chain. Casillas came back in moto two for the win, finishing fifth for the day.

Casillas was given trouble in the 80cc Expert class by Anthony Bruscella. Bruscella bested Casillas' effort in moto one, but Casillas came back in the following moto, when it counted.

In the 80cc Beginner class, Matthew Adams won the class with a pair of deuces. Adams crossed over behind Dennis Van Atta in moto one and then followed Chase Takacs across in the second moto.

Dakota Garner took repeat wins in both the Pee Wee (0-6) Stock and Modified classes. Austin Ballard was Garner's biggest threat in the Stock class, as Ballard took the runner-up spot in both motos. Cody Trotter provided Garner with some notable competition in the Modified division. Trotter was able to hold off Kyle Corfman in both motos to take second overall on the day.

Results

INTRO TO MX: 1. Trevor Green (Yam); 2. Joshua Huerta (Kaw); 3. Travis Freisha (KTM); 4. John Cerveny (Hon); 5. Joseph Schryver (Yam).

P/W F/T: 1. Daniel Currie (KTM); 2. Cameron Drown (KTM); 3. Cody Summit (KTM); 4. Joshua Fargo (KTM); 5. Ruller Reis (KTM).

P/W STK (0-6): 1. Dakota Garner (Cob); 2. Austin Ballard (Cobra); 3. Cody Trotter (Cob); 4. Dylan Schmoke (Pol); 5. Kyle Corfman (KTM).

P/W MOD (0-6): 1. Dakota Garner (Cob); 2. Cody Trotter (Cob); 3. Kyle Corfman (KTM).

P/W STK (7-8): 1. Christopher Lounsbury (Cob); 2. Cameron Corfman (KTM); 3. Kristopher Chambers (Cob); 4. Taylor Fisher (Cob); 5. Steven Baquial (KTM).

P/W MOD (7-8): 1. Trevor Reis (Cob); 2. Kristopher Chambers (Cob).

JR CYCLE: 1. Cameron Corfman (KTM); 2. Cory McCrane (Kaw); 3. Kristopher Chambers (Kaw); 4. Ryan Mallon (Kaw); 5. Jake Thomas (Kaw).

60 STK (7-11): 1. Brad Masters (Kaw); 2. Bradley Baquial (Kaw); 3. Cody Seevers (Kaw); 4. Nolan Shultz (Kaw); 5. Adrian Fuller (KTM).

80 BEG: 1. Matthew Adams (Hon); 2. Steven Cerda (Hon); 3. Jacob Gaddis (Kaw); 4. Chris Sampson (Kaw); 5. Brandon Hamilton (Hon).

80 NOV: 1. Joey Navarro (Kaw); 2. Bobby Romero (Yam); 3. Weston Peick (Yam); 4. Brandon Ellingsen (Hon); 5. Phillip Bruscella (Yam).

80 INT: 1. Josh Navarro (Kaw); 2. David Meyers (Hon).

80 STK (7-11): 1. Brad Masters (Kaw); 2. Weston Peick (Yam); 3. Phillip Bruscella (Yam); 4. Marc Abernathy (Hon); 5. Steven Cerda (Hon).

80 EX: 1. Jesse Casillas (Yam); 2. Anthony Bruscella (Yam); 3. Mickey Griffin (Yam).

S/MINI: 1. Mickey Griffin (Yam); 2. Anthony Bruscella (Yam); 3. David Meyers (Hon); 4. Joey Navarro (Kaw); 5. Jesse Casillas (Yam).

125 BEG: 1. Dan DeWall (Suz); 2. Tim Dunaway (Suz); 3. Chris Fuller (Hon); 4. Marcos Reyes (Yam); 5. Paul Seibert (Hon).

125 NOV: 1. Ryan McGee (Yam); 2. Steven Haughelstine

Ben Ufimzeff won the 125cc Intermediate class at the Sandusky Valley Riders Motocross in Tiffin, Ohio.

(Yam); 3. Larry Sutton (Yam); 4. Chris Livingston (Yam); 5. Richard Albach (Yam).

125 INT: 1. Michael Sleeter (Yam); 2. Brian Reichel (Yam); 3. Cory Macomber (Yam); 4. Joshua West (Yam); 5. Jake Elkins (Yam).

125 (12-15): 1. Cory Macomber (Yam); 2. Steven Haugelstine (Yam); 3. Clinton Pierce (Suz); 4. Richard Albach (Yam); 5. Travis Bemis (Yam).

125 (16-25): 1. Mike Sleeter (Yam); 2. Joshua West (Yam); 3. Jake Elkins (Yam); 4. Travis Frink (Kaw); 5. Ryan McGee (Yam).

125 EX: 1. Masaki Hiratsuka (Hon).

250 BEG: 1. Kelly Green (Yam); 2. Drew Patton (Yam); 3. Cooper Jancic (Hon); 4. Jon Fulton (Hon); 5. Marc Robertson (Kaw).

250 NOV: 1. Aaron McDonough (Yam); 2. Joaquin Candia (Yam); 3. Kiel Mattsson (Hon); 4. Skip Edwards (Suz); 5. John Messa (Yam).

250 INT: 1. Sean Thornton (Yam); 2. Bryan Currie (Suz).

VET BEG: 1. Scott Brown (Yam); 2. Paul Ellingsen (Hon); 3. Darin Sharp (Kaw); 4. Tim Dunaway (Suz); 5. Dean Herrera (Suz).

VET NOV: 1. Bret Snider (Hon); 2. Dawson Leachman (Suz); 3. Ron Howell (Suz); 4. Ron Landry (Yam); 5. David Hassell (Yam).

VET INT: 1. Greg Meyers (Kaw); 2. Jay Pavcovel (KTM); 3. John Willis III (Hon).

OPEN: 1. Sean Thornton (Yam); 2. Joaquin Candia (Yam); 3. Kiel Mattsson (Hon); 4. John Willis (Hon); 5. John Mesa (Kaw).

PRO: 1. Masaki Hiratsuka (Hon); 2. Chad Sparks (Yam); 3. Lars-Eric Larsson (Hon).

Ufimzeff zaps Sandusky Valley Motocross

By Carl Davis

TIFFIN, OH, MAY 2

Ben Ufimzeff motored to impressive double moto wins, claiming the overall victory in the 125cc Intermediate class at the Sandusky Valley Riders Club season-opening event. A near-record crowd of spectators watched as a large turnout of riders took advantage of primo weather conditions to get a jump on the points race. A slightly revised track layout greeted the riders for the 1999 racing season.

Ufimzeff did not gate well at the beginning of either moto, but he made quick work of the competition, moving through the pack within a couple of laps in both motos. In moto one, it was Nick Salarid absconding with the holeshot and leading the pack through the first turn into the tabletop-jump section of the track. Chuck Gekle buzzed his Suzuki past Salardi, with Ufimzeff flying behind him. Ufimzeff made a quick move past Gekle to take the lead, but Gekle kept it close for a lap. Meanwhile, Silardi was holding a steady third and Denny Beard a solid fourth, finishing moto one in that order.

In moto two, Kevin Sleek took the early lead, with Ufimzeff, Gekle and Silardi on the move behind him. Ufimzeff again took control of the moto lead very quickly and established a decent lead. Gekle got by Sleek, but Ufimzeff was long gone on his YZ125. Silardi also moved up a notch, ending the moto and sewing up the overall order.

Brad Hohenbrink put last year's pelvis injury behind him to win the 125cc Novice class, which was the largest and one of the most competitive classes of the day. Main Street Powersports-sponsored Hohenbrink was on the gas and he motored away from the pack. Doug Beardsley took second overall, with Chuck Szymczak taking the third spot.

Results

50 (4-6): 1. Austin Selhorst (Yam); 2. Mackenzie Jones (Yam); 3. Chase Naerynck (Yam).

50 (7-8): 1. Brandon Heim (KTM); 2. Tim Walker (Yam); 3. Joshua Rutherford (Yam).

S/50 (4-6): 1. Kyle Straube (Yam); 2. Brock Bernholtz (KTM).

S/50 (7-9): 1. Logan Billen (Pol); 2. Joshua Rutherford (Yam); 3. John Clark (Cob).

50 EX: 1. Kyle Straube (Yam); 2. Logan Gillen (Pol); 3. Joshua Rutherford (Yam).

60 (7-11): 1. Greg Durivage (KTM); 2. Allen Jones (Kaw); 3. Kelsie Bernholtz (KTM).

85 BEG: 1. Ben Wood (Hon); 2. Jerry Urbanowski (Yam); 3. Mark Tinsley (Kaw).

85 NOV: 1. Anthony Doble (Hon); 2. Nick Stasa (Hon); 3. Ted Zweifel (Kaw).

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85 EX: 1. Timmy Hollenbeck (Hon); 2. Justin Larsen (Hon); 3. Joshua Bracken (Hon).

125 JR (12-15): 1. Timmy Hollenbeck (Hon); 2. Andrew Janney (Hon); 3. Jason Weidman (Yam).

125 BEG: 1. Anthony Georgiff (Kaw); 2. Brian Heitmeyer (Kaw); 3. Ray Nusbaum (Hon).

125 NOV: 1. Brad Hohenbrink (Kaw); 2. Doug Beardsley (Yam); 3. Chuck Szymczak (Suz).

125 INT: 1. Ben Ufimzeff (Yam); 2. Chuck Gekle (Suz); 3. Nick Silardi (Suz).

250 BEG: 1. Daryl Daugherty (Hon); 2. Lee Dyar (Yam); 3. David Briston (Yam).

250 NOV: 1. Matt Bucher (Yam); 2. Shawn Menzel (Yam); 3. Doug Beardsley (Yam).

250 INT: 1. Phil Smith (Suz); 2. Jon Suman (Kaw); 3. Cory Mason (Yam).

125/250 EX: 1. John Kidd Jr. (Suz); 2. Brad Dixon (Kaw); 3. Tony Robinson (Hon).

300 NOV: 1. Tim Vaughn (Yam); 2. Mike Foard (Yam); 3. Tim Bloom (Yam).

16-24 OPEN: 1. Brad Dixon (Kaw); 2. Tony Robinson (Hon); 3. Gabriel Stahl (Kaw).

25+: 1. Todd Murdock (Hon); 2. Craig Smith (Suz); 3. Matt Vermilyea (Kaw).

30+: 1. George Fanelli (Suz); 2. Steve Holland (Suz); 3. Craig Smith (Suz).

35+: 1. Steve Holland (Suz); 2. George Fanelli (Suz); 3. Steve Gaggi (Suz).

40+: 1. Terry Dellman (Hon); 2. Jeffrey Clark (Suz); 3. Carl Davis (Hon).

45+: 1. Robert Mason (Yam); 2. Eric Carlson (Hon); 3. Dan Snow (Yam).

VINT: 1. Chris Damschroder (Suz).

Gibson lethal at CMXR

By Bob Alloy

CARLSBAD, CA, MAY 8

Things did not start too smoothly for the 38 Riverside OTMX racers at Carlsbad Raceway, as they found themselves slipping and sliding on a very overwatered track. Bikes and riders were all over the uphill at the beginning of practice. Racers had to be flagged away from the uphill, and it was eventually bypassed completely for the remainder of the practice session. Fortunately, by the fifth moto, the entire track was dry enough to race on.

Hootie Davis began by putting his Honda out in front of the Master A class. Jim Gibson took over the lead after the first lap. Gibson proved unbeatable and was rewarded the win, as Davis filled the second spot.

Gibson got the holeshot in moto two and continued his fast pace on every lap to clinch another win. Mark Anderson zapped the second spot.

Tim Daily led the Masters-class action in his race to the first turn, with Dave Jacobus in close pursuit. Jacobus then made the right move and blasted past Daily and stretched his lead for the win. Daily hung in and collected second. Keith Kearing, who moved up from the Expert class, grabbed the lead and dominated the track all six laps to earn his first-place status in moto two. Jack Roten crossed over with second.

In the Expert class, George Spearing had his Kawasaki out in front, with Paul Heckman closely following. Heckman stayed right on Spearing and on lap four he made his move past. However, Heckman prevailed and beat Spearing to the finish.

The second moto started out with Bob Ruder rocketing out with the holeshot. He owned it for two laps, at which time Spearing muscled past. It all went Spearing's way from there. Beckman finished second after passing Ruder on lap five.

Amateur Phil Blackburn gated with the holeshot and led for two laps. Randy Bruce charged past at that point. Bruce proved to be the fastest as he sped away, leading all the others. Blackburn kept the power up and claimed second, while Barry Hale slotted third and Bruce Cornell followed in with fourth.

Geoff Arnold took the lead position early on in moto two, and he ruled until Dennis Rosenberg moved in on lap two. Rosenberg kept the power up the rest of the way and raced away with the big win. Bruce owned second, while Blackburn secured third and Bale was fourth.

Results

NOV: 1. Ed Rodzach (Yam); 2. John Pastore (Kaw).

AM: 1. Randy Bruce (Yam); 2. Phil Blackburn (KTM); 3. Dennis Rosenberg (Yam); 4. Barry Hale (KTM).

EX: 1. George Spearing (Kaw); 2. Paul Heckman (Kaw).

MSTR A: 1. Jim Gibson (Yam); 2. Mark Anderson (Yam).

MSTR B: 1. Tim Daily (Hon); 2. Jack Roten (Yam).

Neese twists it at East Bend Motocross

By Jay Hauser

EAST BEND, NC, MAY 2

The U.S. Eastern Motocross Spring Series made its turn toward the homestretch as East Bend Speedway hosted the eighth round of the 10-race series, and local hero Jim Neese took three overall wins on the day. Tom Morgan Racing/Ballzee/O'Neal-backed Neese twisted the throttle and rode his way to sixth overall in the AMA East Coast 125cc Supercross Series, so Neese's pace was way faster than anyone else's at the track. He was in a class by himself.

The only threat Neese felt all day was in the final 125cc Pro moto, as Renthal/No Fear/Pro Art Works-sponsored Mike Martin grabbed the holeshot while Neese floundered around at the tail of the field. But once Neese had his YZ heated up, he set out after Martin, catching him with a little more than a lap to go. Having just worked through a tough field, Neese was pumped and quickly shot past Martin down the front straight, putting a cap on another moto win. Neese took the sweep over Martin, with Yamaha of Luberton's Mark Wagner rounding out the top three.

Martin was back again, trying to chase down Neese in both the 250cc Pro and Over 25 A classes, but the end result was much the same. The 250cc class saw the same trio of Neese, Martin and Wagner make the podium, while Scott Shipley slid his way past Martin in the Over 25 class to take runner-up to Neese. Martin held off YZ400 pilot Brad Proctor to make the podium in the Over 25 A race.

A healthy turnout of 250cc C riders ensured some tight racing in the class. Brad Porterfield took control as moto one of 250cc C race got under way. Porterfield held the point by the skin of his teeth all the way to the checkers. Aaron Harmon put the pressure on Porterfield for the entire moto, just doing what he could to keep Suzuki-mounted Scott Dineen at bay. After working through the pack to reach the top five, Steve Chambers settled into fourth, over Christopher Miller.

The second moto saw things get shaken up a little bit, as the competition was stiff and anybody could take the win. Dineen ended the day as the victor by virtue of winning the second moto, over Miller and Harmon. Harmon's consistent riding made him the runner-up, while Porterfield relied on his first-moto win to back up his fourth-place ride in moto two to get on the podium in third. Even Miller's second in moto two was not enough to make the top three, and he had to settle for fourth. Jason Geyer made the best of a Chambers DNF to work his way into the top five, just barely edging out Anthony Pinnisi.

Results

50 SHFT: 1. Joe Bean (Suz); 2. Misty Stanton (Hon).

50 (4-6): 1. Ryan Zimmer (KTM); 2. Alex Wilkins (KTM); 3. Justin Slawter (KTM); 4. Joseph Finney (KTM).

50 (7-8): 1. Kyle Fitzwater (Cob); 2. Ryan Smith (KTM); 3. Kris Wilkins (KTM); 4. Travis Poole (Cob); 5. Kerry Simmons (Lem).

60 (7-9): 1. Zach Alvear (Kaw); 2. Tyler Newton (Kaw); 3. Brad Haar (Kaw); 4. Samantha Farr (Kaw); 5. Ryan Smith (KTM).

60 (10-11): 1. Ryan Fitzwater (Kaw); 2. Clay Willett (Kaw); 3. William Bean (KTM); 4. Charles Holland (KTM); 5. James Clamp (Kaw).

80 (7-11): 1. Matt Scarboro (Yam); 2. Clay Willett (Kaw); 3. Zach Alvear (Kaw); 4. Lucas Bauer (Kaw); 5. Taylor Futrell (Kaw).

80 (12-13): 1. Dustin Oats (Kaw); 2. Sam Fitzwater (Kaw); 3. Cody Hamilton (Hon); 4. Andrew Sartorius (Hon); 5. Derick Warwick (Kaw).

80 (14-15): 1. Zach Kutschenko (Suz); 2. Javier (Suz); 3. Ronnie Ling (Yam); 4. Brandon Eigle (Suz); 5. Auman Parrish (Hon).

80 D: 1. Devin Hargett (Hon); 2. Brad Hinson (Suz); 3. Travis Tate (Hon); 4. Arnold Todd (Yam); 5. Ridge Davis (Yam).

S/MINI: 1. Dustin Oats (Kaw); 2. Randy Newkirk (Kaw); 3. Myles Dunlap (Hon); 4. Daniel Hurley (Kaw); 5. Brandon Engle (Suz).

SCHBY: 1. Brandon Langdon (Yam); 2. Zach Kutschenko (Suz); 3. Travis Powers (Hon); 4. Chris Cimburke (Kaw); 5. Jacob Bayerstein (Yam).

125 A: 1. Jim Neese (Yam); 2. Mike Martin (Yam); 3. Mark Wagner (Yam); 4. Allen Alford (Suz); 5. Sidney Williams (Suz).

125 B: 1. Brandon Langdon (Yam); 2. Eric Cox (Yam); 3. Travis Powers (Hon); 4. Terry McKee (Yam); 5. Chad Black (Suz).

125 C: 1. Steven Durrick (Yam); 2. Robbie Poole (Hon); 3. Jimmy Long (Yam); 4. Scott Sartorius (Suz); 5. Jacob Baertlein (Yam).

125 D: 1. Vincent DeYoung (Kaw); 2. John Baillio (Yam); 3. Eric Tate (Hon); 4. Marcus Dame (Hon); 5. Anthony Cozzone (Yam).

250 A: 1. Jim Neese (Yam); 2. Mike Martin (Yam); 3. Mark Wagner (Yam); 4. Scott Shipley (Yam); 5. Allen Alford (Suz).

250 B: 1. Terry McKee (Yam); 2. Mike Haga (Yam); 3. Andy Mitchell (Suz); 4. Rick Nelen (Yam); 5. Joey Anthony (Suz).

250 C: 1. Scott Dineen (Suz); 2. Aaron Harmon (Yam); 3. Brad Porterfield (Suz); 4. Chris Miller (Hon); 5. Jason Geyer (Suz).

250 D: 1. Robert Ebe (Hon); 2. Jimmy Clamp (Kaw); 3. Brian Vick (Kaw).

25+ A: 1. Jim Neese (Yam); 2. Scott Shipley (Yam); 3. Mike Martin (Yam); 4. Brad Proctor (Yam); 5. Sean Rakes (Yam).

25+ B: 1. Michael Hage (Yam); 2. Steve Stroupe (Kaw); 3. Andy Mitchell (Suz); 4. Joey Anthony (Suz); 5. Patrick Fleming (Yam).

25+ C/D: 1. Steve Durrick (Yam); 2. Robbie Flynt (Kaw); 3. Brad Porterfield (Suz); 4. Mike Ehrenzeller (Hon); 5. Robert Ebe (Hon).

30+ A: 1. Kirk Johnson (Yam); 2. Brian McNeill (Yam); 3. Scott Shipley (Yam); 4. Mark Hill (Hon); 5. Sidney Williams (Suz).

30+ B/C: 1. Russ Pickett (Yam); 2. Jim Ley (Kaw); 3. Van Gran (Hon); 4. Doug Chappell (Hon).

30+ C: 1. Dale Smith (Hon); 2. Tom Ratundo (Suz); 3. Tony Turner (Yam); 4. Charles Brown (Yam).

35+: 1. Brian McNeill (Yam); 2. Chris Brewer (KTM); 3. Jay Hauser (Yam); 4. Jim Ley (Kaw); 5. Steve Chambers (Kaw).

40+: 1. Chris Brewer (KTM); 2. Auman Parrish (Hon); 3. Joseph Ogle (Suz); 4. Charles Spelts (Yam).

OPEN/4-STRK: 1. Russ Pickett (Yam); 2. Jay Hauser (Yam); 3. George Stanton (Yam); 4. Mike Curry (Yam); 5. Bruce Lawson (Hon).

U/L: 1. Eric Cox (Yam); 2. Mike Ehrenzeller (Hon); 3. Sam Woodland (Suz); 4. Bryan Sutherland (Yam); 5. Wesley Sapp (Suz).

Dieter a repeater at Hunt Moto Park

By Michael Harasmisz

HUNT, NY, APR. 25

Suzuki-mounted Aaron Dieter took the overall win in the 125cc class and then repeated the feat in the 250cc Expert classes at the 10th annual Dunlop Motorsport Challenge race, held at Hunt Moto Park. A record turnout of 533 riders came out to compete on the natural-terrain track, with class winners taking home Dunlop tires for their efforts. As with the previous Hunt race, rains prior to the event left the track in excellent condition, with many lines and berms forming throughout the day. The riders were also greeted to a new large uphill-downhill section, which everyone thought was a great addition to the layout.

In the first 250cc Expert moto, Paul Carpenter made his return to racing after injuries sustained at the Daytona Supercross, taking the holeshot over Aaron Dieter and Joe Ellington. Carpenter and Dieter quickly pulled away from Ellington, as they were setting a very fast pace. Carpenter took the win with a slight margin over Dieter, with Ellington in third.

Dieter grabbed the early lead over Carpenter and Peter Phillips as the second 250cc Expert moto got under way. This time, Dieter matched Carpenter move for move as they battled within a bike length of each for more than half the moto. With two laps to go, Dieter pulled out a large lead as Carpenter dropped off the pace. Dieter took the win and the overall, with Carpenter in second, which was good for second overall. Phillips was third in the moto, which, combined with his first-moto sixth, gave him third overall.

In 125cc Expert-class action, Dieter took the overall with a double moto sweep of the class by large margins over Scott Ghidiu, who finished second in each moto for second overall. Phillips was third overall with a 3-3 moto score.

In addition to Dieter's double class victories, there were four other riders who took the overall in two classes. Josh Utberg placed first in the Mini Senior and Mini Combined classes, while Brandon Kuhn did the same in the 125cc Novice and Schoolboy classes. Tim Devay took the wins in the Over 25 B and the Senior B classes, while Joe Ellington did the same in the Over 25 A and Senior A classes. With motocross becoming more and more of a family affair, with fathers and sons racing, two families that like to keep the trophies under one roof are the Dunnings and the Wolfs. Chad Dunning finished first in the 60cc class and backed that up with a third in the Mini Junior class, while his brother Cody won the Mini Junior class and their dad, Cub Dunning, was third in the Senior A class. Ron Wolf took the win in the Senior C class, while his son finished first in the 125cc Beginner class.

Results

P/W SHAFT: 1. Joshua Loucks (Yam); 2. Lance Pierce (Yam); 3. Deven Lindenmuth (Yam); 4. Juliano Plaza (Yam); 5. Hunter Garland (Yam).

P/W CHAIN: 1. Jeff Brigham (Cob); 2. Matt Guilfoil (KTM); 3. Doug Wolf (Cob); 4 Seamus McKeon (Cob); 5. Ryan Neidrauer (Cob).

(Above left) In a quick blur, Jim Neese (69) made easy work of all comers at the East Bend running of the U.S. Eastern Spring Motocross Series.
(Above) Aaron Dieter finished first in the 125cc and 250cc Expert classes at Hunt Moto Park in Hunt, New York.

60: 1. Chad Dunning (Kaw); 2. Steve Sliwinski (Kaw); 3. Matthew Flint (KTM); 4. Frank Burns (Kaw); 5. Matt Guilfoil (Kaw).

MINI JR: 1. Cody Dunning (Kaw); 2. Matthew Eastman (Kaw); 3. Chad Dunning (Kaw); 4. Brandon Meir (KTM); 5. Greg Peri (Kaw).

MINI SR: 1. Josh Utberg (Kaw); 2. Daniel Phillips (Yam); 3. Jason Doyle (Yam); 4. Zachary Eastman (Kaw); 5. Billy McIntyre (Kaw).

MINI COMB: 1. Josh Utberg (Kaw); 2. Matthew Eastman (Kaw); 3. Jason Doyle (Yam); 4. Billy McIntyre (Kaw); 5. Andrew Sherdin (Hon).

SCHBY: 1. Brandon Kuhn (Yam); 2. Jack Carpenter (KTM); 3. Donny Williams (Yam); 4. Kevin Hall (Yam); 5. Kevin Wolf (Yam).

16-24 COMB: 1. Paul Carpenter (Hon); 2. Jake Ellsworth (Yam); 3. Scott Ghidiu (Kaw); 4. R.J. Overholt (Kaw); 5. Brian Barber (Kaw).

125 BEG: 1. Kevin Wolf (Yam); 2. David Walsh (Suz); 3. Jesse Spring (Yam); 4. Tom Trunx (Suz); 5. Luke Wozniak (Yam).

125 NOV: 1. Brandon Kuhn (Yam); 2. Jack Carpenter (KTM); 3. Donny Williams (Yam); 4. Kevin Hall (Yam); 5. Bowen Loomis (Suz).

125 AM: 1. Joshua Cislo (Yam); 2. Jamie Robinson (Yam); 3. Nigel Martin (Suz); 4. Jeremy Bellinger (Hon); 5. Travis Blanchard (Yam).

125 EX: 1. Aaron Dieter (Suz); 2. Scott Ghidiu (Yam); 3. Peter Phillips (Yam); 4. Brian Barber (Kaw); 5. Charles Rizzo (Yam).

250 BEG: 1. Brandon Martin (Yam); 2. Dan Kreamer (Kaw); 3. James Gurrnant (Suz); 4. Don Wandtke (Kaw); 5. Paul Baltzold (Kaw).

250 NOV: 1. Rudy Uglialoro (Kaw); 2. Brian Newman (Kaw); 3. Troy Parmentier (Yam); 4. Jim Klick (Kaw); 5. Dave Terwillinger (Yam).

250 AM: 1. Gerald McCarthy (Yam); 2. Aaron Utberg (Kaw); 3. Jason Ragan (Suz); 4. Mark Klein (Yam); 5. Brian Wellman (Yam).

250 EX: 1. Aaron Dieter (Suz); 2. Paul Carpenter (Hon); 3. Peter Phillips (Yam); 4. Greg Meeder (Kaw); 5. Scott Ghidiu (Kaw).

VINT/WDS: 1. Wayne Barber (Kaw); 2. Glenn Fridler (Hon); 3. Jeff Robinson (Yam); 4. Ron Wolf (Yam); 5. David Carman (Yam).

25+ EX: 1. Tim Devay (Kaw); 2. Brian Broadwell (Suz); 3. Wayne Barber (Kaw); 4. Mark Klein (Yam); 5. Joe Santora (Yam).

25+ A: 1. Joe Ellington (Yam); 2. Peter Phillips (Yam).

SR A: 1. Joe Ellington (Yam); 2. Bart Lucas (Hon).

SR B: 1. Tim Devay (Kaw); 2. Doug Weinman (Hon); 3. Wayne Barber (Kaw); 4. Glenn Friedler (Hon); 5. Dennis Kelley (Kaw).

SR C: 1. Ron Wolf (Yam); 2. Rudy Uglialora (Kaw); 3. Don Colluzzi (Yam); 4. John Liplinger (Kaw); 5. Tim Kringer (Kaw).

Devay seizes the day at Hunt Moto Park

By Michael Harasmisz

HUNT, NY, APR. 18

Kawasaki-mounted Tim Devay took the overall wins in the Over 25 B and Senior B classes at the season opener at Hunt Moto Park. Just over 300 riders turned out to compete on the challenging natural-terrain track under sunny skies, with temperatures in the low 50s, which made for a day of great racing. Heavy rains leading up to the race left the track in excellent condition, with many berms and lines forming as the day went on.

In the first Senior B moto, Devay grabbed the early lead, with Doug Weinman and David Carman close behind. Devay quickly opened up a small lead while using some creative lines, as Weinman pulled away from Carman. Devay took the win, with Weinman in second and Carman third.

Devay jumped out in front in moto two, with Weinman and Pat Lewandowski in his roost. That did not last for long, as Weinman lost his front end in an off-camber corner, putting Lewandowski in second, with Carman moving up to third. Devay took the win and the overall, with Lewandowski in second for third overall. Carman was third in the moto, which gave him second overall.

In Over 25 B action, Devay took the overall win with a 2-1 moto score. Finishing second for

the day was Mark Klein, with a 3-2 moto score. First-moto winner Brian Wellman was third overall with a 1-4 moto score.

Results

P/W SHAFT: 1. Joshua Loucks (Yam); 2. Hunter Garland (Yam).

P/W CHAIN: 1. Matthew Guilfoil (Cob); 2. Ryan Neidrauer (Cob); 3. Ron Wolf (Cob); 4. Kyle Kennard (Cob); 5. Tyler Evinski (Cob).

60: 1. Matthew Flint (KTM); 2. Steve Sliwinski (Kaw); 3. Matthew Guilfoil (KTM); 4. Jeff Swarthout (Kaw); 5. Scott Paeth (Kaw).

MINI JR: 1. Matthew Flint (Yam); 2. Greg Pen (Kaw); 3. John Young (Kaw); 4. Stephen Carlin (Kaw); 5. Steve Sliwinski (Kaw).

MINI SR: 1. Jason Doyle (Yam); 2. Billy McIntyre (Kaw); 3. Nick Faro (Hon); 4. Joshua Utberg (Kaw); 5. Brian Crouse (Yam).

MINI COMB: 1. Joshua Utberg (Kaw); 2. Caleb Miller (Yam); 3. Jason Doyle (Yam); 4. Andrew Sherdin (Hon); 5. Nick Faro (Hon).

SCHBY: 1. Jack Carpenter (KTM); 2. Brandon Kuhn (Yam); 3. Joshua Pike (Yam); 4. Donny Williams (Yam); 5. Shawn Worulak (Yam).

16-24 COMB: 1. Casey Higgins (Yam); 2. Aaron Utberg (Kaw); 3. Jamie Robinson (Yam); 4. Jimmy Miller (Yam); 5. R.J. Overholt (Kaw).

125 BEG: 1. Kevin Wolf (Yam); 2. A.J. Fessenden (Yam); 3. Chad McCarty (Yam); 4. Mike Miller (Kaw).

125 NOV: 1. Brandon Kuhn (Yam); 2. Jack Carpenter (KTM); 3. Donny Williams (Hon); 4. Rudy Uglialoro (Kaw); 5. Steve Edwards (Hon).

125 AM: 1. Jimmy Miller (Yam); 2. Jamie Robinson (Yam); 3. Jeff Burden (Suz); 4. Jeremy Bellinger (Hon); 5. Nicholas Colombo (Yam).

125 EX: 1. Aaron Dieter (Suz); 2. Casey Higgins (Yam).

250 BEG: 1. Brandon Martin (Yam); 2. Dereck Decker (Yam); 3. Jesse Spring (Yam); 4. Dan Kreamer (Kaw); 5. Steve Potts (Hon).

250 NOV: 1. Steven Edwards (Hon); 2. Jim Klick (Kaw); 3. Rudy Uglialoro (Kaw); 4. Babtist John (KTM); 5. Glen Barlow (Suz).

250 AM: 1. Jeremy Laffory (Yam); 2. Brian Weilman (Yam); 3. Jacob Dennis (Kaw); 4. Nigel Martin (Suz); 5. Bradley Drauilt (Suz).

250 EX: 1. Aaron Dieter (Suz); 2. Paul Austin (Yam); 3. Joe Ellington (Yam); 4. Brian Austin (Kaw); 5. R.J. Overholt.

VINT/WDS: 1. Bowen Loomis (Suz); 2. Ron Wolf (Yam); 3. John Young (Kaw); 4. Adam Mattison (Hon); 5. Gerry Powless (Kaw).

25+ B: 1. Tim Devay (Kaw); 2. Mark Klein (Yam); 3. Brian Wellman (Yam); 4. Doug Weinman (Hon); 5. Jerry McCarthy (Yam).

25+ A: 1. Brian Austin (Kaw); 2. Paul Austin (Yam); 3. Joe Ellington (Yam).

SR A: 1. Joe Ellington (Yam); 2. Bart Lucas (Hon).

SR B: 1. Tim Devay (Kaw); 2. David Carman (Kaw); 3. Pat Lewandowski (Hon); 4. Doug Weinman (Hon); 5. John Young (Kaw).

SR C: 1. Don Coluzzi (Yam); 2. Jeff Kennard (Suz); 3. James Traxler (Hon); 4. Les Draudt (Suz); 5. Paul Root (Hon).

Hicks, Schwartz share speedway honors

By Elaine Jones

COSTA MESA, CA, MAY 8

It was Mother's Day Mayhem at Costa Mesa Speedway, and in honor of mothers everywhere, Gary Hicks and Bobby Schwartz put on a show by splitting wins in the Scratch and Handicap main events. Both riders, as well as Charlie Venegas and Shawn McConnell, had just returned from Australia, where they represented the United States in competition.

The lineup for the Scratch main saw the pole go to Andy Northrup. Scott Brant was in lane two, with Brad Oxley in three. Hicks was in four, and on the outside it was Schwartz. The gate went to Brant, but Schwartz made an awesome move on the outside and almost kissed the back side wall. At the end of one lap, the lead was his and it was a great display of talent, as no one would even get close. Brant was a solid second, but Northrup had his hands full holding off Oxley in the quick four-lapper. He did it by a very close margin. Hicks rounded out the field with the third.

The lineup for the Handicap main event had Richard Jones all alone on the 10-yard line. Jim Estes was way back on the 40 and he, too, was alone. The 50 was a bit more crowded, with Northrup and Brant. The big guns were on the 60, including Hicks, McConnell, Schwartz and Oxley. The gate came up and Jones was hoping to put a whole lot of distance on the freight train coming down on him. Estes was the first one to catch him, and he moved Jones out just enough to take the lead at the end of four. Getting by with him were Hicks and McConnell. The front-runners were in a dogfight, and Estes was doing a fantastic job of not letting Hicks get by. Hicks, on the other hand, just kept picking away, and he got his chance on the last lap and it was all he needed to get a wheel under Estes. The lead and the win went to the young man from Riverside. Estes was a crowd-pleasing second, with McConnell third and Northrup fourth. Oxley, Brant, Schwartz and Jones finished out the field. CN

Results

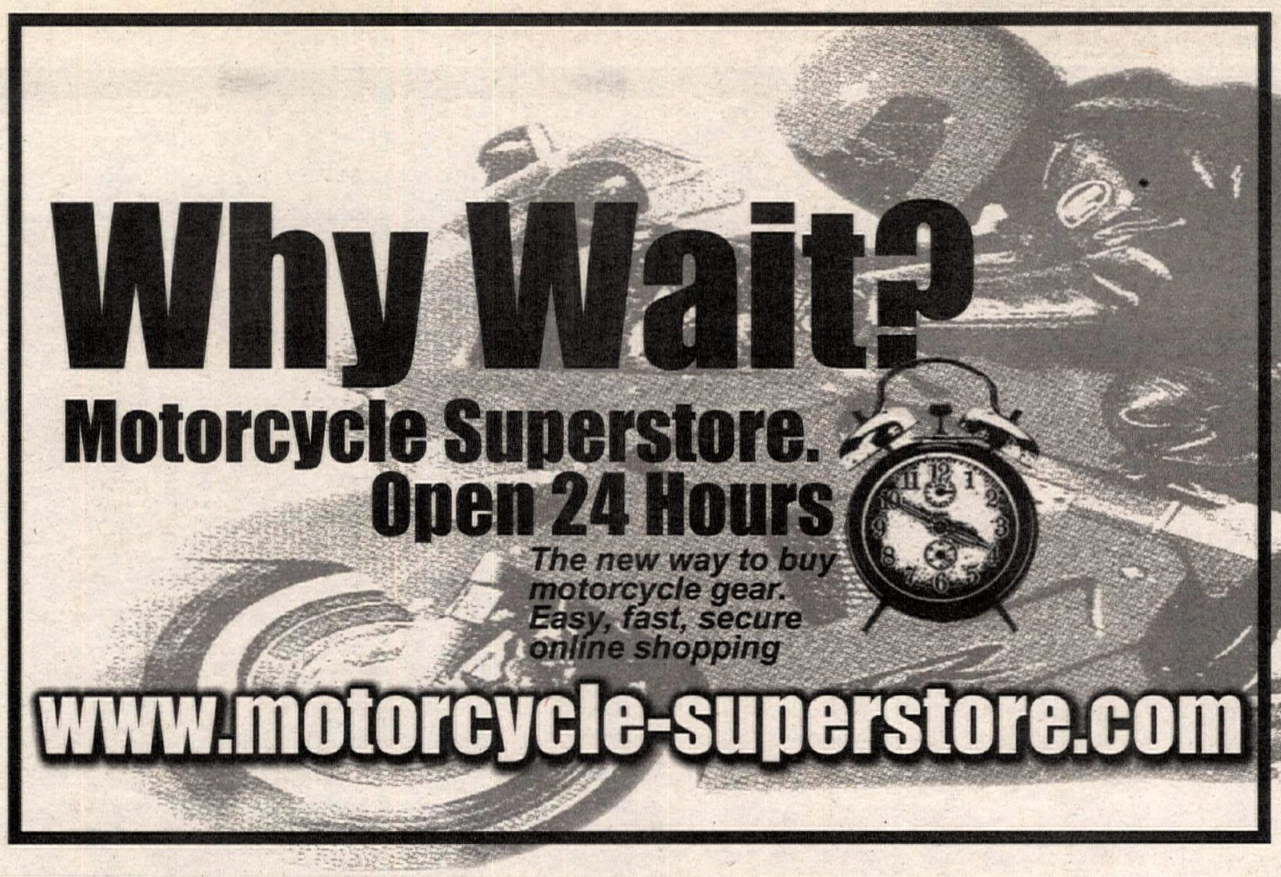
SCR: 1. Bobby Schwartz (GM); 2. Scott Brant (GM); 3. Andy Northrup (Jaw).

HDCP: 1. Gary Hicks (GM); 2. Jim Estes (Jaw); 3. Shawn McConnell (GM); 4. Andy Northrup (Jaw); 5. Brad Oxley (Wes).

SDCR: 1. S. Morrow/C. Chapman (Suz); 2. B. Brayton/D. King (Hon); 3. B. Matherson/D. Leeder (Yam); 4. M. Gilmour/B. Seip (Kaw).

SUP: 1. Kevin Rubio (Jaw); 2. Randy Skinner (Jaw); 3. David Lynch (Jaw); 4. Mark Hitchcock (Jaw); 5. Bentley Barrett (Jaw).

SUP B: 1. Scott Merséreau (Jaw); 2. Paul Hitchcock (Jaw); 3. Brad Rudy (Wes); 4. Mike Boyle (Jaw); 5. Brent Smith (Jaw).



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ISSUE #22 ON-SALE June 2nd

Results

Road Race
CMRRA C'ship
Round 5
Adams Kart Track
Riverside, CA
May 2
By Greg Groce

STK BEG
Damian Saavedre
Mike Witzke
Randy Swart
Tim Dunn
Scott Carrera
MOD BEG
Tim Dunn
Yoshi Kanayama
Leonard Mellgren
Kevin Foster
Tony Guevara
STK AM
Larry Weisberg
Wayne Killebrew
Nick Moore
Jason Perez
Bert Silos
MOD AM
Jason Perez
Nick Moore
Brett Falcigno
Derek Gill
Jim Takamoto
AM 80
Juan Ventura
Paul Pecoraro
Nick Moore
James Mann
Shane Weeks
EX STK
Steve Mayes
James Mann
Leif Fleming
Makoto Sullivan
Ryoichi Takao
EX MOD
Ben Solis
Leif Fleming
Don Deaton
Tommy Crawford
Ken Gill
EX 80
Erick Aguilar
Ben Solis
Mitch Weisberg
Craig Crawford
VET
Larry Weisberg
Makoto Sullivan
Bert Solis
Nick Tierno
Ben Grouby
SR
David Perez
Nick Tierno
Nigel Marshall
Bill Lawless
Mark Nash

Motocross
California Racing Club
22nd annual Tri-Race Series
Final Standings
By Greg Robertson

P/W YAM BEG
Dalton Costahaude Yam
Eric Kahler Yam
Matthew Popp Yam
P/W YAM ADV
Sean Robison Yam
P/W BEG
Justin Schouler Lem
Chandler Quimette KTM
Zach Grandmaison HM
P/W ADV
Patrick Carroll KTM
Chris Brackett KTM
Gary Arellano KTM
S/P/W (4-6)
Keith Robinson Cob
S/P/W (7-9)
Gary Arellano KTM
Chris Brackett KTM
60 BEG
Nick Sanchez Kaw
Patrick Carroll Kaw
60 (9-11)
Preston Lundin Kaw
Ken Slater Jr. KTM
Douglas Carter Kaw
80 BEG
Michael Brewer Hon
David Norris Hon
Timothy McDaniel Yam
80 (7-11)
Randall Hall Kaw
Dave Carter Kaw
Garrett Norr Suz
80 (12-13)
Mitchell Alsobrook Kaw
80 (14-16)
Chris Norr Hon
125 BEG
Grant Moore Jr. Yam
Aaron Bjork Hon
125 NOV
Brandon Norton Yam
Shaun Trabert Kaw
Deuce Rutledge Hon
125 INT
Jeff Eide Yam
Brent Gilliam Yam
250 BEG
Bryan Ward Suz
250 NOV
Justin Eide Yam
Neil Chisholm Hon
500 EX
Norm Schiel Hon
JR VET NOV
Scott Minster Suz
Gabi Abayou Hon
JR VET INT
Chris Reed Kaw
VET BEG
Jon Hall Suz
VET NOV
Joe Casagrande Yam
Ray Ritzler Kaw
Jeff Hall Suz
VET INT
Danny Battaglia Yam
Leo Saul Yam
VET PRO
Frank Costanzo Hon
SR NOV
Ken Slater Sr. Kaw
SR AM
Grant Moore Sr. Hon
Steve Norr Hon

Supercross
Murray Racetrack
Murray, KY
April 17
By Bonnie Burkeen

50
Preston Seratt Cob
Hunter Inmam Cob
Carson Burnett Cob
Justin Carver Cob
Alex Ray Cob
65
Chase Thomas Kaw
Doug Hall KTM
Hunter Inman Kaw
Preston Seratt Kaw
Levi West KTM
85 JR
Douglas Hall Suz
Austin Wells Suz
Brandon Burrow Yam
Brady Orr KTM
85 SR
Jared Arnold Yam
E.J. Cox Kaw
Brad Weiss Suz
Kenny Dale Orr Suz
Shane Kissiar Suz
S/MINI
E.J. Cox Kaw
Brad Weiss Suz
William Devault Kaw
Jared Arnold Yam
Kenny Dale Orr Suz
SCHBY
Clint Burkeen Suz
Eric Klinkhammer Suz
William Devault Kaw
Shane Kissiar Suz
16-24
Brad Moore Suz
Matt Cavanah Hon
Aaron Jones Yam
Chris Brill Yam
Russell Hall Suz
WMN
Melissa Bailey Hon
Sherry Crittendon Kaw
BEG
Jason Finch Hon
Chris Bailey Hon
Mike Pollard Hon
Scott Stewart Yam
Dusty Roby Hon
125 A
Devin Banks Kaw
Marty Stinnett Hon
Chris Fristoe Suz
Darrell Blankenship Suz
Damon Prince Suz
125 B
Clint Burkeen Suz
Jeff Burkett Yam
William Smallwood Suz
Eric Klinkhammer Suz
Aaron Jones Yam
125 C
Matt Cavanah Hon
Greg Hammond Hon
Josh Smith Hon
Josh Croley Suz
Tony Schafer Suz
250 A
Devin Banks Kaw
Jordan Moneymaker Yam
Ronnie Ray Hon
Marty Stinnett Hon
Jason Perry Hon
250 B
Jeff Burkett Yam
William Smallwood Suz
Mike Moore Hon
Brad Moore Suz
Russell Blankenship Suz
250 C
Nathan Brasher Yam
Jason Ricketts Kaw
Joey Redman Yam
Tony Travis Yam
Cory Needham Suz
25+
Marty Stinnett Hon
Ronnie Ray Hon
Jason Kraus Suz
Don Rice Yam
Paul Puckett Kaw
30+ B/C
Paul Puckett Kaw
Kenneth White Hon
Mike Garrison Suz
David Reasons Suz
Lee Manning Suz
40+
Ronnie Ray Hon
Kenneth White Hon
Joey Cartwright Yam

Motocross
Sprout Patch Competition
Billings, MO
April 24

50 (4-6)
Aaron Cross
Michael Taylor
Harrison Shellhammer
Shelbie Porter
Adam Ellis
50 (7-8)
Ryan Rector
Isaac Schilling
Lance Rothenberger
Ryan Johnson
Zach Ewing
60
Jimmy Albertson
Coby White
Derrick Crouch
Chase Francis
Austin Phillips
80 BEG
Gabe Herndon
Laith Smith
Danny Loomis
Zach Neill
Heath Emerson
80 ADV
Gregg Albertson
Jimmy Albertson
David Frye
Jon Still
Ryan Kuhn
125 BEG
Joel LaRose
Donny Barton
Eli Bieschke
Landon Lee
Blake Hohensee
125 NOV
Kevin Rix
Chase Dunfee
Tim Bradshaw
Brandon Falkenbach
Travis Beebe
125 EX
Lance Jones
Dan Cope
250 BEG
Jeff Ellis
Chris Bright
Scott Fisher
James Merritt
250 NOV
Jeremy Rapp
Dusty Hall
Brian Sportsman
Brent Perkins
George Raney
COMB OPEN
Kevin Rix
Chase Dunfee
Darrell Jackson
Brent Perkins
George Raney
30+
Derrick Porter
Donald Francis
Larry Perkins
Rob Gellenbeck

Motocross
AMA Amateur Motocross
Baja Acres
Milington, MI
April 25
By Daryl Hiltz

51 JR
James Schmaus Cob
Kyle Straube Cob
Joseph Porcelli III KTM
Dillion Knezevich KTM
Brock Bernholtz KTM
51 SR
Dominic Izzi Cob
Brian D. Papst Cob
Matthew R. Adrian Cob
James Roberts Cob
Michael Ross Cob
51 S/SR
James Roberts Yam
Adrian Ford Yam
Sara Roberts Yam
Eric Montreuil Yam
Noel Ash Yam
60
Eric S. Miller KTM
Grant W. Moreland Kaw
Thomas Templeton Kaw
John Jackson Kaw
Dominic Izz Kaw
80 (7-11)
Josh Lichtle Suz
Eric S. Miller Suz
Grant W. Moreland Suz
Corey Slavik Kaw
Alan Butzin Hon
80 (12-15)
Nicholas P. Adams Kaw
Jerod L. Whipple Hon
Brad Smith Hon
Jake J. Marsack Yam
Ronald Bowers Jr. Yam
80 C
Ryan L. Donaldson
Brent Miller Hon
Anthony J. Tanner Yam
Kyle Neasel Yam
Eric Saya Yam
125 JR
Derek N. Rose Hon
Billy Lichtle Yam
Corey W. Paulsell Yam
Brian L. Schuiteman Kaw
Nathan J. Woodward Yam
125 A
Jason R. Vienot Yam
Randy J. Valade Kaw
David Oettel Suz
Jason M. McDonald Suz
Richard Watson Jr. Suz
125 B
Joshua Woods Kaw
Derek N. Rose Hon
Brady T. Becker Kaw
Danny Beckett Jr. Suz
Kyle Kohler Yam
125 C
Nathan Larson Kaw
Rich Powell Yam
Scott Jeffers Yam
Kris M. Gillett Kaw
Ryan S. Sella Suz
250 A
Matthew L. Crown Kaw
Jeff A. Curry Suz
Randy J. Valade Kaw
Richard Watson Jr. Suz
David Oettel Suz
250 B
Joshua Woods Kaw
Brady T. Becker Kaw
Jamie R. Beckett Suz
Jeff L. Plawecki Kaw
Justin Brusseau Yam
250 C
Kirk Seabolt Hon
Nathan Larson Kaw
Tim Schocke
Jason J. Ashby Suz
Peter Wiebe Hon
16-24
Justin Brusseau Yam
Frank Jungnitsch Suz
Shawn McDonald Yam
Kyle Kohler Yam
Simon G. McInnes Suz
25+
Matthew L. Crown Kaw
Brain Swink Hon
David A. Gaylord Kaw
Darren O'Boyle Kaw
Donald Gillett Jr. Kaw
30+
Matthew L. Crown Kaw
Craig M. Pickett Yam
James R. Marsack Yam
Edward Hieftjie IV Kaw
Mark A. Cheza KTM
35+
Kreg D. Bigelow Hon
James R. Marsack Yam
Craig M. Pickett Yam
David Hack Kaw
Jeff Himanek
40+
David R. Bowman Suz
Jeffrey A. Bost Hon
Brian D. Evans Kaw
Gary Saya Hon
Ron Hayes Suz
50+
Frank J. Helms Hon
John Korte KTM
David J. Curry
Robert Chapman Hon
Guy Winohradsky Hon
WMN
Linda Miller Hon
Sarah R. Whitmore Yam
April Schroyer Yam
Jessica Foster Hon
NON-CUR
Brad O'Boyle Hon
Justin Sessink Hon
Neil Cooper Suz
James R. Price Jr. Hon
Thomas Lee Barth Hon
VINT
Tom M. Holscher
Joseph Sangster Hon
Mark Nelson Hon
Mike Van Camp Yam

Road Race
Oregon Motorcycle Roadracing Association
Portland International Raceway
Portland, OR
April 18
By Janice Logan

OPEN S/SPT EX
Davd Cook Yam
Michael Mitchell Yam
Scott Gooch Kaw
OPEN S/SPT AM
Brian LaFavor Yam
Trent McLean Suz
Clint Ruck Suz
750 S/SPT EX
John Dugan Suz
Scott Gooch Kaw
Robert Underwood
750 S/SPT AM
Mark Dimmock Yam
Brian LaFavor Yam
Trent McLean Suz
600 S/SPT EX
Mike Sullivan Kaw
John Dugan Yam
Rob Carpenter Yam
600 S/SPT AM
Mark Dimmock Yam
Jon Taylor Kaw
Darin Sims Hon
450 S/SPT
Paul Ludwig Yam
David Lanigan Suz
Brent Gies Yam
OPEN S/BK
David Cook Yam
Jon Burtness Suz
Robert Underwood Suz
750 S/BK
John Dugan Suz
Dale Yamada Suz
Gregory Bouwens Suz
250 GP
Craig Harry Yam
Gene Brown Yam
Kory Gill Yam
600 S/BK
David Cook Yam
Mike Sullivan Kaw
Jon Burtness Yam
M/W S/BK
Richard Matthews Hon
Chris Franks Hon
Darcy Ziegler Yam
450 S/BK
Scott Connolly Yam
Joe Pethoud Hon
Paul Ludwig Yam
125 GP
Richard Matthews Hon
Kevin Sheafer Hon
Steven Cobb Hon
OPEN GP TW
Dan Wilson Suz
Andy Pleune Suz
Josh Bryan Suz
650 GP TW
Alan Schwen Suz
Kenneth Botham Hon
Michael Cardenas Hon
OPEN CLSC S/BK
Hakan Backman Kaw
Michael Kelly Yam
Wayne Chan Yam
SM-BORE CLSC S/BK
Darcy Ziegler Yam
Darryl Williams Yam
Bardsley Donovan Yam
L/W S/BK
Bob Martin Hon
Joe Pethoud Hon
Phil Holden Yam
500 VINT
Mark Leslie Hon
Charles Kraeuter Hon
Paul Gaudio H-D

Hare Scrambles
NETRA Championship Series
Lembo Lake Park
Modena, NY
April 25
By Rick Seaman

GRAND CHAMPION
Patrick Timothy KTM
O/A A
Matt Jalbert Hon
O/A B
Robert Maxon Hon
O/A C
Todd Lenin Hon
AA
Thomas Norton
Brian Lawson Yam
Luke McNeil Yam
Robert Santheson Hon
Hans Neff KTM
A OPEN
Pete Bryne
Dennis Byrne KTM
David Clark Yam
Jason Naylor
Bruce Cadieux
A 250
Anthony Geraci Suz
Jeff Staples Yam
Charles Timothy III Kaw
Robert Simeon Hon
Robert Carlson
A 0-200
Kris Mooney KTM
Denny Anderson Yam
Everett Maynard Jr. Yam
Steve Formanek Jr. Hon
Brian Nozniak Kaw
A SR (40+)
James Price Yam
Jerry Randall Yam
Pat Moroney KTM
Chris Fahan Hon
Kevin Monohan KTM
A VET
Thomas Roe Kaw
John Brown KTM
Todd Dabkowski KTM
Harold Bowen Kaw
David Dzenutis Hon
A 4-STRK
Jim Burns Hus
Mark Burdick
Chris West Hon
Bill Geier Hon
Jerry Shinners
B OPEN
Austin Jalbert CRE
Mike Bates Hon
Doug Fox Hon
Craig Kuzia Jr. Hus
Dan Hayes KTM
B 250
A.J. Snoop Kaw
Bryan Babcock Yam
Cody Hallett Hon
Mike Baldwin Yam
Kevin Fahey Yam
B 0-200
Mark Griffin Hon
Garson Smith KTM
Robert Rowe KTM
Jason Barrett Hon
Brian Pirro Kaw
B SR (40+)
Pat Fogarty Yam
Richard Merrill Yam
Kerry Koeller TM
Dave Kanney KTM
Robert Larson Hus
B VET (30+)
Rick Capson Suz
Eric Reinhard KTM
Nick Hathaway Kaw
Darren Foss
Dale Wagner
B 4-STRK
John Morrison Hon
Stace Ames Hon
Greg Corbin Hon
Jim Simonds Yam
Jim Walsh Suz
MSTR (60+)
Tom Farley CRE
S/SR (50+)
Jim Simone CRE
Tom Simeon Kaw
John Nolan Kaw
C OPEN
Jim Cordeiro Hon
Scott Reynolds Hon
Todd D'Onofrio Hon
Liad Zimbell Kaw
Robert Rinquette Hus
C 250
Anthony Franco Kaw
George Jordan CRE
Jeff Chubay Hon
Eric Kipp Yam
Mike Coleman Hon
C 200
Paul Fischetto Kaw
Rick Blei KTM
Dan Young KTM
Stephan Allegrezza Yam
Jeff Parker KTM
C 125
Darren Lutz Hon
Evan Chochrek Hon
Eric Parent Hon
Brian Natsishy Hon
Craig Carpenter Yam
C SR (40+)
John Lawrence Kaw
Allen Allsop Yam
Leonard Mongelli Hon
Mike O'Rourke Hon
Lloyd Parker Kaw
C VET (30+)
Ray Bowman Hon
Tom VanDecker Hon
Steve Daus Hon
Mike Litwin Jr. Kaw
Mike Moynihan Kaw
C 4-STRK
J. Bennett Kaw
Enrico Bartocetti Hon
Brian Passerini Hon
David Williams Kaw
Kevin Leeds Yam
WMN
Heidi Landon
Diane Comalli KTM
Dawn Shayer Kaw
Reandi Vaughan Kaw
Tina Biello Kaw
JR
Scott Decosta Suz
Robert Langenback Yam
Robert Dence Suz
Brian Ciccariello Suz
Patrick Corcoran Yam
MINI
Paul Dellaghelfa Kaw
Steve Dutil Yam
Matthew Forrest Kaw
Aaron Neal Hon
Eric Koehler Kaw

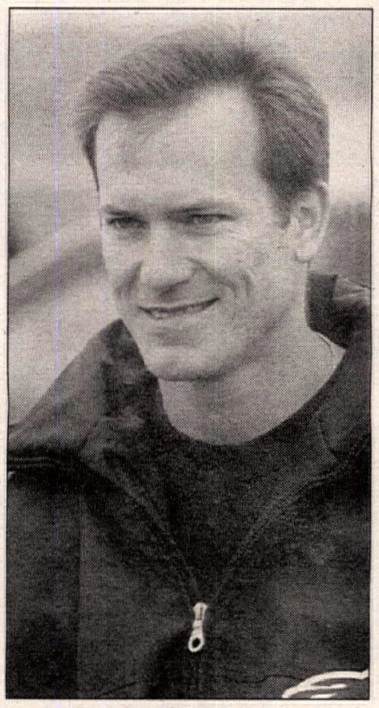
Motocross
Sprout Patch Competition
NMA Qualifier Race
Billings, MO
May 8

50 (4-6)
Aaron Cross
Harrison Shellhammer
Michael Taylor
Gatlin Pennington
Shelbie Porter
50 (7-8)
Isaac Schilling
Ryan Rector
Zach Ewing
Ryan Johnson
Kaleb Hughey
60
Jimmy Albertson
Jack Ogle
Coby White
Jacob Leatherwood
Wil Barnard
80 BEG
Laith Smith
Ryan Kuhn
Gabe Herndon
Jack Ogle
Danny Loomis
80 ADV
Gregg Albertson
Jimmy Albertson
Robert Busiek
Tyler McGauley
Tyler Wayt
125 BEG
Jamie Vaughn
Landon Lee
Eli Bieschke
Cody Dunfee
Joel LaRose
125 NOV
Tim Bradshaw
Kevin Rix
Chase Dunfee
Justin Earnest
Travis Beebe
250 BEG
Carl Cones
John Onken
Chris Harrill
Butch McCoy
Josh St. Clair
250 NOV
Jeremy Rapp
Brandon Baty
Brian Sportsman
Brandon Behling
Travis Beebe
SCHBY
Justin Earnest
Gregg Albertson
Jimmy Albertson
Roebrt Busiek
Chase Dunfee
COMB OPEN
Darrell Jackson
Brandon Baty
Kevin Rix
Gerad Culley
Danny Patrum
30+
Derrick Porter
Scott Campbell
Rod Inman
Bill Barnard
Kris Morgan

Motocross
AMA Best of Georgia Series
Round 3
Hillbilly Hills MX
Macon, GA
April 11
By Terri Kellum-Chase

50 SHAFT
Kelby McAllister Yam
Jason McCurdy Yam
Kayla Boswell Yam
Cathryn Champion Yam
Jesse Turner Yam
50 (4-6)
Grant Ransdell Lem
Preston Thomas KTM
Collen Crosby Cob
Kayla Boswell Lem
Heath Harrison Cob
50 (7-8)
Bubba Crosby Cob
Ashley Vickery Cob
Stephen Amerson Cob
Michael McArthur Cob
Brad Johnson Cob
65 (7-9)
John Maleske Kaw
Erica Hyatt Kaw
Jeff Gillian Kaw
Douglas Bailey Kaw
Jordan Pittman Kaw
65 (10-11)
Matt Tisdale Kaw
Justin Hopson Kaw
Keegan Keel Kaw
Trey Johnson Kaw
Aaron Lundy Kaw
PRE-TEEN
Colden Vinent Kaw
John Schwarz Kaw
Gregory Roberts Suz
Christian Gibney Kaw
Bradley Wright Kaw
85 (7-11)
Auston Albers Yam
Luke Bunzendahl Yam
Bradley Wright Kaw
Gregory Roberts Suz
Christopher Pye Suz
85 (9-13)
D.C. Thomason Kaw
Zack Lundy Hon
Jason Langford Yam
Cory Cone Yam
W.L. McCarley Hon
85 (9-13)
Zack Lundy Hon
Joshua Mulligan Yam
Lee Williams Hon
Cory Cone Yam
Leah Cantrell Suz
S/MINI (12-15)
D.C. Thomason Kaw
Zack Lundy Hon
Lee Williams Hon
Jason Langford Yam
Chase Roberson Hon
125 (12-15)
Derrick Fisher Suz
Dash Lyle Suz
Jacob Saylor Kaw
Chad Minter Suz
Cody Watford Suz
250 A
Jarrett Tipping Suz
Charles J. Duffey III Suz
Dwayne Bone Hon
Christopher Bailey Hon
Josh Whitmire Yam
250 B
Thomas Parsons Yam
Clinton Shealy II Kaw
Casey Bullington Yam
Mike McConville Hon
Joel Sewell Suz
250 C
Lance Hallmark Kaw
Kyle Hochstetler Kaw
Westin Lee Yam
Jacob Saylor Kaw
Brad Hamby Yam
250 BEG
Jason Parker Kaw
Sager James Yam
Craig Zoellnen Yam
Benjamin Cole Hon
Jason Rush Hon
125 A
Christopher Bailey Hon
Jarrett Tipping Suz
Josh Whitmire Yam
Charles J. Duffey III Suz
Chad Albritton Hon
125 B
Danny Smith Suz
Cody Watford Suz
Matthew Johnson Yam
Dash Lyle Suz
Clinton Shealy II Kaw
125 C
Kyle Hochstetler Kaw
Brad Hamby Suz
Matt Howard Hon
King Smith Suz
Tyler Morris Yam
125 BEG
Mic Carr Suz
Michael Mathis Hon
Corey Malone Hon
Matt Watts Yam
Carl Holden Suz
16-24
Danny Smith Suz
Keith Sexton Kaw
Jay Irvin Yam
Clay Carruth Kaw
Danny Yandle Kaw
25+
Tommy Martin Suz
Sean Dukes Suz
John Bell Kaw
Mike Garrett Suz
Kevin Cozadd Hon
30+
Tommy Martin Suz
Mike Garrett Suz
John Lundy Suz
Mike McConville Hon
Rodney Cavender Kaw
35+
Kevin Brulé Suz
Greg Roberts Yam
Glenn Bates Kaw
Greg Lassiter Kaw
Mike Henderson Hon
40+
Kevin Brulé Suz
Donny Banks Suz
Johnny Borders Kaw
Kevin Mathews Hon
Vance Chase Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.



DOUG CHANDLER

ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 4 of 15 rounds):

1. Alex Criville (Hon), Spain (79/2 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA (53/2 wins)
3. Carlos Checa (Yam), Spain (47)
4. Sete Gibernau (Hon), Spain (46)
5. Norick Abe (Yam), Japan (37)
6. Mick Doohan (Hon), Australia (33)
7. Tadayuki Okada (Hon), Japan (32)
8. John Kocinski (Hon), Modesto, CA (30)
9. Juan Borja (Hon), Spain (29)
10. Max Biaggi (Yam), Italy (27)

FIM 250cc World Championship Road Racing Series
(After 4 of 15 rounds):

1. Tohru Ukawa (Hon), Japan (85/1 win)
2. Shinya Nakano (Yam), Japan (61)
3. Loris Capirossi (Hon), Italy (57/1 win)
4. Valentino Rossi (Apr), Italy (45/1 win)
5. Franco Battaini (Apr), Italy (39)
6. Stefano Perugini (Hon), Italy (31)
7. Marcellino Lucchi (Apr), Italy (29)
8. Jeremy McWilliams (Apr), England (23)
9. Ralf Waldmann (Apr), Germany (21)
10. Roberto Rolfo (Apr), Italy (17)

FIM 125cc World Championship Road Racing Series
(After 4 of 15 rounds):

1. Masao Azuma (Hon), Japan (80/3 wins)
2. Emilio Alzamora (Hon), Spain (68)
3. Gianluigi Scalvini (Apr), Italy (42)
4. Arnaud Vincent (Apr), France (39)
5. Roberto Locatelli (Apr), Italy (36/1 win)
6. Lucio Cecchinello (Hon), Italy (30)
7. Simona Sanna (Hon), Italy (25)
8. Jeronimo Vidal (Apr), Spain (23)
9. Kazuto Sakata (Hon), Japan (22)
10. Hideyuki Nakajoh (Hon), Japan (20)

FIM World Superbike Championship Series
(After 4 of 13 rounds):

1. Carl Fogarty (Duc), England (167/3 wins)
2. Troy Corser (Duc), Australia (131/2 wins)
3. Colin Edwards II (Hon), Conroe, TX (122/2 wins)
4. Akira Yanagawa (Kaw), Japan (106)
5. Aaron Slight (Hon), New Zealand (104)
6. Noriyuki Haga (Yam), Japan (75/1 win)
7. Pier-Francesco Chili (Suz), Italy (53)
8. Katsuaki Fujiwara (Suz), Japan (48)
9. Doriano Romboni (Duc), Italy (44)
10. Gregorio Lavilla (Yam), Spain (41)

AMA MBNA Superbike Series
(After 5 of 13 rounds):

1. Mat Mladin (Suz), Australia (161/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA (135)
3. Larry Pegram (Duc), Baltimore, OH (124/1 win)
4. Anthony Gobert (Duc), Australia (123/2 wins)
5. Doug Chandler (Kaw), Salinas, CA (122)
6. Miguel DuHamel (Hon), Canada (115/1 win)
7. Aaron Yates (Kaw), Milledgeville, GA (113)
8. Rich Oliver (Yam), Fresno, CA (107)
9. Jason Pridmore (Suz), Ventura, CA (102)
10. Jamie Hacking (Yam), Boiling Springs, SC (98)

AMA Pro Honda Oils 600cc Supersport Series
(After 5 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY (151/2 wins)
2. Tommy Hayden (Yam), Owensboro, KY (147/2 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC (120)
4. Rich Oliver (Yam), Fresno, CA (119)
5. Aaron Yates (Suz), Milledgeville, GA (116)
   Steve Crevier (Suz), Canada (116)
7. Miguel DuHamel (Hon), Canada (115/1 win)
8. Kurtis Roberts (Hon), Frederick, MD (108)
9. Josh Hayes (Suz), Gulfport, MS (100)
10. Jason Pridmore (Suz), Ventura, CA (87)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 5 of 12 rounds):

1. Tom Kipp (Suz), Chardon, OH (177/4 wins)
2. Jimmy Moore (Suz), Eugene, OR (146)
3. Tommy Hayden (Yam), Owensboro, KY (136)
4. Joshua Hayes (Suz), Gulfport, MS (126/1win)
5. Jamie Bowman (Suz), Tequesta, FL (115)
6. Richard Alexander Jr. (Suz), Carmel, NY (113)
7. Mario DuHamel (Suz), Canada (110)
8. Jake Zemke (Suz), Paso Robles, CA (105)
9. James Randolph (Suz), Santa Rosa, CA (95)
10. Brian Parriott (Hon), Calistoga, CA (87)

AMA Mazda Trucks 250cc Grand Prix Series
(After 5 of 13 rounds):

1. Chuck Sorensen (Yam), San Jose, CA (165/3 wins)
2. Quenni King (Yam), Miami, FL (132)
3. Geep Terranova (Yam), San Jose, CA (126/1 win)
4. Greg Esser (Yam), Pompano Beach, FL (114)
5. Jeffrey Vos (Yam), Holland, MI (94)
6. Al Salaverria (Apr), San Francisco, CA (93)
7. Derek King (Hon), Charleston, SC (90)
8. John France (Yam), West Melbourne, FL (88)
9. Ed Sorbo (Yam), Redlands, CA (86)
10. Chris Ulrich (Yam), Lake Elsinore, CA (84)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 4 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD (134/2 wins)
2. Mark Miller (Yam), Long Beach, CA (99)
3. Grant Lopez (Suz), Mobile, AL (94)
4. Josh Hayes (Suz), Gulfport, MS (90)
5. Mike Sullivan (Kaw), Centralia, WA (89)
6. Nicky Hayden (Hon), Owensboro, KY (86/2 wins)
7. Steve Grigg (Kaw), Asheville, NC (82)
8. Cory Call (Suz), Sacramento, CA (80)
   Chris Voelker (Hon), Bradley, CA (80)
10. Paul Harrell (Yam), Canyon Country, CA (77)

AMA Progressive Insurance Pro Thunder Series
(After 5 of 12 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI (147)
2. Shawn Higbee (Bue), Waterford, WI (129/2 wins)
3. Cory Call (Duc), Sacramento, CA (128/1 win)
   Billy Graef (Bue), Sheboygan, WI (128)
5. Bill St. John (Duc), Cullman, AL (121)
6. James Lickwar (Tri), San Francisco, CA (116)
7. Thomas G. Montano (Duc), Berkley, CA (114/1 win)
8. Tom Hull (Duc), Mesa, AZ (102)
9. Gavin Slabbert (Duc), Loomis, CA (80)
10. Christopher Boy (Lav), Gulf Stream, FL (76)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 2 of 12 rounds):

1. Sebastien Tortelli (Hon), France (80/1 win)
2. Ezra Lusk (Hon), Bainbridge, GA (73)
3. Mike LaRocco (Hon), South Bend, IN (69)
4. Jeff Emig (Kaw), Riverside, CA (68)
5. Greg Albertyn (Suz), South Africa (58)
6. Robbie Reynard (Suz), Norman, OK (50)
7. Kevin Windham (Hon), Ethel, LA (49/1 win)
8. Doug Henry (Yam), Oxford, CT (44)
9. Larry Ward (Suz), Florence, SC (42)
   Tim Ferry (Yam), Largo, FL (42)

AMA Mazda Trucks 125cc National Motocross Series
(After 2 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (97/2 wins)
2. Tallon Vohland (Hon), Citrus Heights, CA (84)
3. Nicholas Wey (Kaw), Dewitt, MI (68)
4. Casey Johnson (Yam), Lake Elsinore, CA (63)
   Brock Sellards (Hon), New Philadelphia, OH (63)
6. Michael Brandes (Suz), Quail Valley, CA (61)
7. Scott Sheak (Kaw), Corona, CA (47)
   Casey Lytle (Yam), Santa Clarita, CA (47)
9. Danny Smith (Hon), Eagle, ID (46)
10. Jason McCormick (Hon), Vancouver, WA (43)

Toyota Truck/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA (356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN (267)
4. Mickael Pichon (Hon), France (244)
5. Larry Ward (Suz), Florence, SC (240/1 win)
6. Damon Huffman (Kaw), Acton, CA (203)
7. Kevin Windham (Hon), Baton Rouge, LA (166/2 wins)
8. Tim Ferry (Yam), Largo, FL (162)
   Greg Albertyn (Suz), South Africa (162)
10. Robbie Reynard (Suz), Norman, OK (155)

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA (170/5 wins)
2. Casey Lytle (Yam), Saugus, CA (164)
3. Isaiah Johnson (Yam), Albuquerque, NM (112)
4. David Pingree (Suz), Menifee, CA (104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA (103)
6. Ryan Clark (Kaw), Albuquerque, NM (100)
7. Casey Johnson (Yam), Murrieta, CA (94/2 wins)
   Greg Schnell (Yam), Rancho Cucamonga, CA (94)
9. Travis Preston (Suz), Hesperia, CA (80)
10. Erick Vallejo (Kaw), Mexico (78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

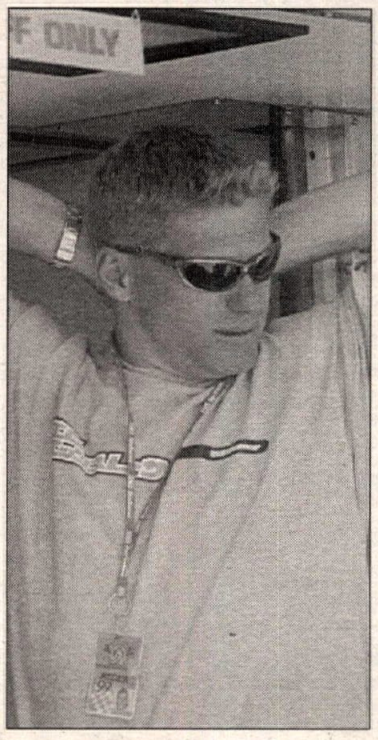
1. Ernesto Fonseca (Yam), Costa Rica (172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI (119)
3. Robbie Horton (Hon), Blountville, TN (103)
4. Brock Sellards (Hon), New Philadelphia, OH (98/1 win)
5. Danny Smith (Hon), Eagle, ID (88)
6. Jim Neese (Yam), Greensboro, NC (79)
7. Jiri Dostal (Suz), Quail Valley, CA (77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH (73)
9. Jason Thomas (Yam), Melrose, FL (67)
10. Kelly Smith (KTM), Ludington, MI (66)

FIM 125cc World Championship Series
(After 5 of 13 rounds):

1. Alessio Chiodi (Hus), Italy (188)
2. Claudio Federici (Yam), Italy (160)
3. Mike Brown (Hon), Piney Flats, TN (132)
4. Thomas Traversini (Hus), Italy (91)
5. Steve Ramon (Kaw), Belgium (76)
6. James Dobb (Suz), Great Britain (74)
7. Jeff Dement (Hon), Spring, TX (67)
8. Johnny Aubert (Hus), France (63)
9. Patrick Caps (Hon), Belgium (61)
10. Luca Cherubini (Yam), Italy (48)

FIM 250cc World Championship Series
(After 5 of 16 rounds):

1. Marnicq Bervoets (Kaw), Germany (152/2 wins)
2. Pit Beirer (Kaw), Germany (150)
3. Frederic Bolley (Hon), France (144/2 wins)



GREG ALBERTYN

4. Ryan Hughes (Hon), Temecula, CA (106)
5. David Vullemin (Yam), France (96/1 win)
6. Joshua Coppins (Suz), New Zealand (90)
7. Leon Geisbers (Suz), Holland (86)
8. Remy Van Rees (Kaw), Netherlands (70)
9. Mickael Maschio (Yam), France (65)
10. Peter Iven (Kaw), Belgium (44)

FIM 500cc World Championship Series
(After 3 of 13 rounds):

1. Andrea Bartolini (Yam), Italy (85/1 win)
2. Joel Smets (Hbg), Belgium (80/1 win)
3. Yves Demaria (Hus), France (69/1 win)
4. Trampas Parker (KTM), USA (60)
5. Alessandro Puzar (Yam), Italy (55)
6. Shayne King (KTM), New Zealand (49)
7. Darryll King (Hus), New Zealand (48)
8. Jocke Karlsson (Hon), Sweden (41)
9. Peter Johansson (KTM), Sweden (37)
10. Jochen Jacinski (Hon), Sweden (31)

CHRIS CARR

DIRT TRACK

AMA Grand National Championship Series
(After 3 of 22 rounds)

1. Chris Carr (H-D), Fleetwood, PA (51)
2. Nicky Hayden (H-D), Owensboro, KY (44)
3. Will Davis (H-D), Goldsboro, NC (39/1 win)
4. Jay Springsteen (H-D), Lapeer, MI (38/1 win)
5. Scott Parker (H-D), Swartz Creek, MI (34/1 win)
6. Rich King (H-D), Dysart, IA (31)
7. Kevin Atherton (H-D), White Pigeon, MI (29)
8. Brett Landes (H-D), Los Gatos, CA (26)
   Bryan Bigelow (H-D), Au Gres, MI (26)
10. Joe Kopp (H-D), Mica, WA (21)

AMA Supertrapp SuperTracker Series
(After 1 of 10 rounds):

1. J.R. Schnabel (Suz), West Bend, WI (23/1 win)
2. Steve Morehead (Suz), Findlay, OH (19)
3. Mike Hacker (H-D), Prince George, VA (16)
4. Robert Miller (H-D), New Holland, PA (15)
5. Brett Landes (H-D), Los Gatos, CA (14)
6. Brian Kromroy (H-D), Madison, WI (13)
7. Rich King (Hon), Dysart, IA (12)
8. Joe Kopp (Suz), Mica, WA (11)
9. Joey Brock (H-D), Indianapolis, IN (10)

AMA Harley-Davidson Sportster Performance Series
(After 2 of 16 rounds):

1. Gary Rogers, San Jose, CA (46/2 wins)
2. Shaun Russell, San Jose, CA (34)
   Robert Miller, New Holland, PA (34)
4. Willie McCoy, Richardson, TX (28)
5. Billy Martin, Stockton, CA (24)
6. Joe Eades, Petersburg, VA (21)
7. Michelle DiSalvo, Salinas, CA (19)
8. Tim Eades, Petersburg, VA (18)
9. Brian Kromroy, Madison, WI (17)
10. Nate Wait, Lodi, CA (16)

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 4 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (80/1 win)
2. Brian Garrahan (KTM), Boulder Creek, CA (78/1 win)
3. Shane Watts (KTM), Australia (55/1 win)
4. Erik Kohler (Yam), Sacramento, CA (47)
5. Michael Lafferty (KTM), Millville, NJ (44/1 win)
6. Craig Wesner (Kaw), Windsor, CA (43)
7. Jim Jarrett (Kaw), Minerva, OH (34)
8. Kelby Pepper (Yam), Center, CO (33)
9. Roderick Kreiss (Kaw), Concord, CA (32)
10. Robbie Zimmerman (Yam), Alta, CA (28)

AMA Acerbis National Enduro Series
(After 5 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA (122/2 wins)
2. Randy Hawkins (Yam), Travelers Rest, SC (91)
3. Michael Lafferty (KTM), Millville, NJ (85)
4. Shane Watts (KTM), Australia (68/2 wins)
5. Matt Stavish (Hon), Blaine, MN (63)
6. Doug Blackwell (Yam), Parkersburg, WV (55/1 win)
7. Brian Garrahan (KTM), Boulder Creek, CA (54)
8. Destry Abbott (Kaw), Peoria, AZ (52)
9. Frank Ramey (G-G), Abbeville, SC (41)
   Mark Spence (Hon), Manassas, VA (41)

AMA Grand National Cross Country Series
(After 3 of 13 rounds):

1. Shane Watts (KTM), Australia (59/2 wins)
2. Michael Lafferty (KTM), Millville, NJ (48)
3. Steve Hatch (Suz), Phoenix, AZ (47)
4. Paul Edmondson (Suz), England (37)
   Scott Summers (Hon), Petersburg, KY (37)
   Rodney Smith (Suz), Oakley, CA (37)
7. Fred Andrews (Kaw), Salem, OH (33)
8. Joel Dengler (Suz), NJ (32)
9. Jim Jarrett (Kaw), Minerva, OH (30)
10. Randy Hawkins (Yam), Travelers Rest, SC (27)

AMA National Championship Hare & Hound Series
(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID (80/1 wins)
2. Destry Abbott (Kaw), Peoria, AZ (55/1 win)
3. Ty Davis (Yam), Hesperia, CA (51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA (45)
5. Russ Pearson (KTM), Las Vegas, NV (43)
6. Shane Esposito (Kaw), Reno, NV (42)
7. Oakley Lehman (Kaw), Sunland, CA (34)
8. Jeff Capt (Kaw), Lakewood, CA (29)
9. Abe Baumann (Kaw), Garden Grove, CA (22)
10. Steve Hengeveld (Kaw), Oak Hills, CA (21)

AMA National Championship Observed Trials Series
(After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY (60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA (50)
3. Ryon Bell (Mon), Canada (42)
4. Dan Johnson (Bul), Canada (36)
5. Dennis Sweeten (Mon), Oregon City, OR (31)
6. Travis Fox (G-G), Montoursville, PA (28)
   Chris Bardell (G-G), Millertown, PA (28)

JEFF CAPT

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
5/30 Loket, Czech Republic, Rnd 5
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
8/1 Gdynia, Poland, Rnd 11
8/8 Folkendange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World C'ship Series
5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship
6/6 Cesis, Latvia
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkevorsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
5/30 Springfield, IL, Rnd 4
6/11 Plymouth, WI, Rnd 5
6/19 Mineralwells, WV, Rnd 6
6/26 Lima, OH, Rnd 7
7/3 Indianapolis, IN, Rnd 8
7/10 Joliet, IL, Rnd 9
7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis National Enduro Series
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/856-1900

AMA National Hare & Hound Series
6/26 TBA/NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National Cross Country Series
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National Observed Trials Championship
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/ Veteran Dirt Track Series
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/368-7809

AMA/District 36 Amateur/ Youth Dirt Track Series
6/5 Lodi, CA, Rnds 23, 24
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
8/14 Lodi, CA, Rnds 37, 38
8/21 Lodi, CA, Rnds 39, 40
9/11 Lodi, CA, Rnds 41, 42
9/18 Lodi, CA, Rnds 43, 44
10/9 Lodi, CA, Rnds 45, 46
10/16 Lodi, CA, Rnds 47, 48
10/23 Lodi, CA, Rnds 49, 50
Info: 209/833-0639

AMA/District 37 Grand Prix Big 6 Series
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/7-8 Big Bear Lake, CA
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia C'ship MX Series
9/19 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles C'ship Series
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
6/13 Mancos, CO
6/27 Aztec, NM
7/11 Mancos, CO
7/25 Aztec, NM
8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four- Stroke National MX Series
6/6 Lakewood, CO
7/11 Boise, ID
7/31 Washougal, WA
9/19 Oklahoma City, OK
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Spring Series
5/30 Brush, CO
6/6 Erie, CO*
Summer Series
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
5/30 Modena, NY
6/6 Modena, NY
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki Dual Sport Trail Ride Series
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Ballzee Grand Championship MX Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest Championship Series
7/4 Washougal, WA
7/25 Trulson, WA
8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series
6/12 TBA
6/26 Danielsville, GA
7/17-18 Coleridge, NC
8/14 TBA
8/28 Macon, GA
9/4 TBA
9/17-18 TBA
10/2 TBA
10/16 Danielsville, GA
11/13-14 TBA
Info: 770/962-7888 or 770/339-3997

Sound of Thunder Four-Stroke MX Series
Southwestern
7/3-4 Hollister, CA
Pacific Northwest
7/10-11 Yakima, WA
7/18 Sandy, OR
8/7-8 Albany, OR
Central States
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
5/30 Clanton, AL
6/13 Laurel, MS
6/20 Fort Polk, LA
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional MX Series
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional MX Series
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
5/30 Oroville, CA
7/17 Carson City, NV
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle Midwest Trials Series
7/25 Kansas City, MO
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI

8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast Regional MX Series
6/26 Jolly Roger, NH
7/17 Mexico, NY
8/14 Southwick, MA
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or www.vintagemx.com

AHRMA VMX Northeast Regional GP Series
6/27 Jolly Roger, NH
9/12 Plymouth, PA
Info: 914/429-9465 or www.vintagemx.com

VDTRA/All-Stars Flat Track Racing Series
5/22-23 Erie, CO
6/11-12 Wichita, KS
6/26 Monett, MO
7/18 Oklahoma City, OK
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

AMA National Amateur Motocross Series
Northeast Amateur Regional
6/19-20 Binghamton, NY
Northeast Youth Regional
6/26-27 Auburn, NY
Southeast Amateur Regional
6/12-3 Society Hills, SC
Southeast Youth Regional
6/19-20 Chatsworth, GA
Mideast Amateur Regional
6/26-27 Bloomington, MI
Mideast Youth Regional
6/12-13 Millfield, OH
North Central Amateur
6/12-13 Lake Geneva, WI
North Central Youth
6/26-27 Lowes, KY
South Central Amateur
6/19-20 Fort Worth, TX
South Central Youth
6/12-13 Magnolia, AR
Southwest
6/19-20 San Bernardino, CA
Northwest
6/12-13 Washougal, WA
Info: 614/856-1900

NMA Ponca City Grand National MX Qualifiers
Western
6/6 Moreno Valley, CA
6/13 Moreno Valley, CA
Norcal
5/30 Hollister, CA
6/12 Livermore, CA
7/4 Hollister, CA
Arizona
6/5 Eloy, AZ
6/12 Cottonwood, AZ
6/26 Eloy, AZ
Arkansas
6/6 Prairie Grove, AR
6/20 Pine Bluff, AR
Blue Grass
6/5 Clarksville, TN
Carolinas
6/6 Blountville, TN
6/27 Iron Station, NC
Central
5/30 Great Bend, KS
6/13 Great Bend, KS
Cimarron
6/6 Oklahoma City, OK
6/20 Oklahoma City, OK
Dakotas
6/6 Beulah, ND
Dixie
6/13 Hammond, LA
6/20 New Iberia, LA
Finger Lakes
6/12-13 Clifford, PA
Iowa
5/30 Yankton, SD
6/5 Truesdale, IA
Nebraska
6/6 Ashland, NE
North Central
6/25-26 North Webster, IN
Northwest
6/5-6 Albany, OR
Ohio
6/12 Malvern, OH
6/18 Malvern, OH
Ozark
6/12 Kingsville, MO
6/26 Baxter Springs, MO
7/3 Kingsville, MO
Rocky Mountain
5/30 Brush, CO
6/5-6 Lakewood, CO
6/6 Erie, CO
6/13 Craig, CO
6/20 Colorado Springs, CO
Southwest
6/6 Moriarty, NM
Texas
6/5 Euless, TX
6/12 Lubbock, TX
Viking
5/30 Staples, MN
5/30 Kellogg, MN
5/31 Staples, MN
5/31 Mazeppa, MN
Wyoming
5/30 Casper, WY
6/6 Gillette, WY
6/13 Douglas, WY
North Florida
5/29 Millton, FL
6/6 Panama City, FL
6/20 Panama City, FL
Appalachian
6/13 Brownsville, PA
Alaska
5/29-30 Anchorage, AK
6/12-13 Soldotna, AK
Midwest
5/30 Byron, IL
6/13 Coal Valley, IL
6/27 Byron, IL
Info: 562/868-8112

Mid-South Summer Hare Scrambles Series
5/30 New Johnsonville, TN
6/6 Jonesboro, IL
6/13 Hohenwald, TN
6/27 Westpoint, TN
8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East Hare Scrambles Series
6/13 Greer, SC
7/18 Cross Anchor, SC
8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Best In The Desert Racing Association Silver State Series
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
6/13 Long Barn, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
6/12 Thornville, OH
6/25 Lawrenceburg, IN
7/10 Thornville, OH
7/23 Lawrenceburg, IN
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
6/5-6 Resaca, GA
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
http://www.avana.net/~japi/stra/index.html

KORR Hare Scrambles Series
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring MX Series
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Spring Classic MX Nationals
South
5/30 Piru, CA, Rnd 3
6/13 Piru, CA, Rnd 4
North
5/30 Hollister, CA, Rnd 3
6/6 Carson City, NV, Rnd 4
Final Showdown
6/20 Piru, CA
Info: 949/367-1141

CMC Pac-West MX Nationals
6/5 Albany, OR, Rnd 1
6/6 Albany, OR, Rnd 2
6/19 Ethel, WA, Rnd 3
6/20 Ethel, WA, Rnd 4
6/26 Richland, WA, Rnd 5
6/27 Richland, WA, Rnd 6
7/10 Yakima, WA, Rnd 7
7/11 Yakima, WA, Rnd 8
Info: 949/367-1141

CMC Trans-Cal MX Nationals
South
8/29 Devore, CA, Rnd 1
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
North
8/15 Carson City, NV, Rnd 1
8/21 Marysville, CA, Rnd 2
8/29 Hollister, CA, Rnd 3
9/12 Livermore, CA, Rnd 4
Pacific Northwest
8/28 Albany, OR, Rnd 1
8/29 Albany, OR, Rnd 2
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers Motocross Series
5/29-30 Richland, WA, Rnd 4
6/19-20 Boise, ID, Rnd 5
7/3-4 Bellingham, WA, Rnd 6
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
TBA Las Vegas, NV, Rnd 11
Info: 253/840-0466 or www.seanet.com/~russr

Women's MX League Series
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA

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What's happening? Cycle News Calendar.

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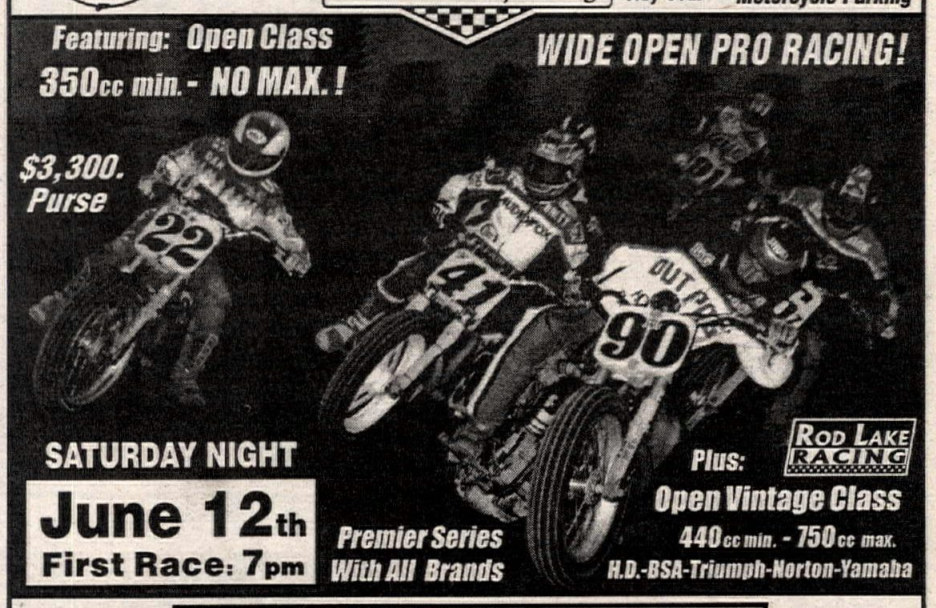
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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

AMP/GFI Spring MX Series
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

GFI Memorial Day Extravaganza
5/31 Perris, CA
Info: 909/653-4042

GFI Night MX Series
5/29 Moreno Valley, CA
6/5 Moreno Valley, CA
6/12 San Bernardino, CA
6/19 Moreno Valley, CA
7/10 San Bernardino, CA
7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI/Team Green Youth Nationals
7/3 San Bernardino, CA
7/4 San Bernardino, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

Branson USA MX Championship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage Road Race Series
6/12-13 Grattan, MI
6/19-20 Summit Point, WV**
6/24-27 Indianapolis, IN**
7/3-4 Garrettsville, OH
7/10-11 Braselton, GA**
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN**
8/7-8 Faulkville, GA
8/7-8 South Haven, MI**
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH**
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA**
**double points event
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series
5/30 Assonet, MA
6/6 Wrentham, MA
6/13 Somers, CT
7/18 Oxford, MA
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
6/20 Thomaston, CT
6/27 Union, CT
7/4 Chelsea, VT
7/11 Windsor, MA
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
6/12-13 Loudon, NH
7/11 West Greenwich, RI
8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
6/19 Thomaston, CT
6/26 Union, CT
7/10 Windsor, MA
7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State Motocross Championship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles Championship Series
6/6 Florence, MO
6/13 Fairfax, MO
6/26-27 Park Hills, MO
7/11 Tebbetts, MO
7/17-18 Kahoka, MO
7/25 Knob Noster, MO
8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair Supercross Series
6/12 Hudsonville, MI
6/26 Muskegon, MI
7/9 Muskegon, MI
7/13 Onnekema, MI
7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI
7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
5/30 Livingston, IL
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road Raceway Motocross Series
7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or http://www.flybynite.com

West Coast Flat Track Series
6/12 Perris, CA
6/26 San Jose, CA
7/17 Watsonville, CA
Info: 714/529-6054

West Coast Vintage Flat Track Series
6/13 Temecula, CA
6/26 Ventura, CA
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Georgia MX Spring Series
5/30 Monroe, GA
6/6 Macon, GA
Info: 912/475-5711

Trials Incorporated Championship Trials Series
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Triple Crown National Championship
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
Northeast
6/19-20 Loudon, NH
8/28-29 Pocono, PA
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
9/5 Hermiston, OR
Southwest
6/5-6 Rosamond, CA
6/26 Bakersfield, CA
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
6/12-13 South Beloit, IL
7/10-11 South Beloit, IL
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing Championship
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
6/5-6 Lakewood, CO
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State MX Championship Series
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship MX Series
5/28 Sacramento, CA*
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA
* spring series round
** fall series round
Info: 916/682-6123 or www.jps.net/kbracing

CMRA Endurance Road Racing Series
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing Association Series
6/13 Concord, NC
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track C'ship Series
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
6/6 Schenectady, NY
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw Short Track Series
6/12 Thornville, OH
7/10 Thornville, OH
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville,OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare Scrambles Series
6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
5/30 Ivor, VA
6/6 Glade Hill, VA
6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
5/30 New Philadelphia, PA
6/6 Rawlings, MD
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

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AHRMA Speed and Sport Trials
Motorcycle Show
Demo Rides
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The New Indy Mile

AMA Grand National Dirt Track Series
plus the SuperTrapp SuperTrackers Series
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Indiana State Fairgrounds
Indianapolis, Indiana
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• Opening ceremonies 7:15 PM
• 1st Race 7:30 PM
• Master of Ceremonies: Dave Despain
• Pre-race Activities Begin 1 PM
• Vendor midway and bike show
• HOG Pit Stop and AMA Pro Club
• AMA/FTR Grand Championships Sign up Party
Don't miss the AMA Dirt Track Grand Championships July 4-9 at the Indiana State Fairgrounds (Amateur racers call 1-219-456-6770 ext250)
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For information call 317-927-1482

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www.race-wsmc.com

RACING ON THE TUBE

JUNE BROADCASTS

DATE	TIME	EVENT	NETWORK
6/1/99	10:00 PM	FIM World Supersport - Spain	Speed
6/3/99	6:30 PM	MotoWorld (R)	ESPN2
6/4/99	4:00 AM	MotoWorld (R)	ESPN2
6/4/99	8:00 PM	FIM World GP 125 - France	Speed
6/5/99	6:30 AM	MotoWorld (R)	ESPN2
6/5/99	12:00 PM	AMA Motocross - Sacramento	ESPN2
6/5/99	3:00 PM	AMA Superbike - Road Atlanta - Day 1 (Live)	Speed
6/6/99	2:30 PM	AMA Superbike - Road Atlanta - Day 2 (Live)	Speed
6/6/99	9:00 PM	FIM World GP 250 - Italy (Same day delay)	Speed
6/6/99	10:00 PM	FIM World GP 500 - Italy (Same day delay)	Speed
6/8/99	8:00 PM	AMA Formula Xtreme - Laguna Seca	Speed
6/8/99	9:00 PM	AMA 600 Supersport - Road Atlanta	Speed
6/10/99	2:00 PM	AMA Motocross - Sacramento (R)	ESPN2
6/10/99	6:30 PM	MotoWorld (R)	ESPN2
6/11/99	2:00 AM	MotoWorld (R)	ESPN2
6/11/99	10:00 PM	AMA Formula Xtreme - Road Atlanta	Speed
6/12/99	6:30 AM	MotoWorld (R)	ESPN2
6/12/99	2:00 PM	AMA Motocross - Mt. Morris	ESPN2
6/13/99	3:00 PM	AMA Superbike - Road America (Live)	Speed
6/13/99	9:00 PM	FIM World Superbike - Germany (Same day delay)	Speed
6/15/99	8:00 PM	Kyle Petty's Charity ride Across America	Speed
6/15/99	9:00 PM	AMA 600 Supersport - Road America	Speed
6/15/99	10:00 PM	FIM World Supersport - Italy	Speed
6/17/99	2:30 AM	AMA Motocross - Mt. Morris (R)	ESPN2
6/17/99	6:30 PM	MotoWorld (R)	ESPN2
6/18/99	10:00 PM	FIM World GP 125 - Italy	Speed
6/19/99	3:00 AM	MotoWorld (R)	ESPN2
6/20/99	10:00 PM	FIM World GP 500 - Spain (Same day delay)	Speed
6/21/99	4:00 AM	MotoWorld (R)	ESPN2
6/22/99	8:00 PM	AMA Formula Xtreme - Road America	Speed
6/22/99	9:00 PM	FIM World GP 250 - Spain	Speed
6/25/99	7:30 PM	MotoWorld (R)	ESPN2
6/26/99	3:00 AM	MotoWorld (R)	ESPN2
6/27/99	4:00 AM	MotoWorld (R)	ESPN2
6/27/99	8:00 PM	FIM World Superbike - San Marino (Same day delay)	Speed
6/27/99	9:00 PM	FIM World GP 250 - Holland	Speed
6/27/99	10:00 PM	FIM World GP 500 - Holland	Speed
6/29/99	8:00 PM	Canadian Superbike - Calgary - Race 1	Speed
6/29/99	10:00 PM	FIM World Supersport - Germany	Speed

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

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VINTAGE / EVOLUTION MX

Sun. July	25TH	Carlsbad	Carlsbad, CA
Sun. Aug	29TH	Gorman	Gorman, CA
Sun. Sep	26TH	LACR	Palmdale, CA
Sun. Nov	7TH	Glen Helen	San Bernardino, CA

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Thursday, May 27

MX Practice 8 am till Dusk

6th annual Yamaha Dealers Series round #2 • June 6

CRC 1999 California Race Schedule

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Sunday	May 30	Dunestown Series MX	LACR
Monday	May 31	Dunestown GP	LACR
Saturday	June 5	Saturday Night Special	LACR
Saturday	June 12	Saturday Night Special	LACR
Saturday	June 19	Saturday Night Special	LACR

Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm

CRC Info (661) 272-8889
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GFI RACING *(909) 341-8002*
Southern Region — ***A Rider for the Riders***

Sat.,	May 29	GFI Spring Awards	Starwest
Sat.,	May 29	GFI at Night Series Round 1	Starwest
Mon.,	May 31	GFI Memorial Day Extravaganza	Perris

GFI RACING *(209) 656-9682*
Northern Region — Yamaha Contingency

May 30 & 31 AXO Spring Series Oatfield Race Way Turlock, CA
Final Round Memorial Weekend

Sun June 6	MX Racing	Hollister, CA
Sun June 13	MX Racing	Hollister, CA

Saturday Practice prior to all events from 8am til' 2pm

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

MAY

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JUNE

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

*Denotes Pro Payback

May 28-29

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Amateur Day, High Point Raceway, Mount Morris. Info: 304/284-0084.

May 28-30

ILLINOIS SPRINGFIELD MILE - Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, May 28

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

CALIFORNIA MOTOCROSS - CMA, Little Okie Spring Series, Madera. Info: 559/673-8080.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Olin's Super Quick Only, Mancini Racing, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

* OHIO MOTOCROSS - CRA, Wayne County Speedway, Orville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16, Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

May 29-30

CALIFORNIA MOTOCROSS - 7th annual Memorial Day MX Championships, Hollister Hills. Info: 415/587-8678.

* IDAHO MOTOCROSS - Wild West Nationals, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

WASHINGTON MOTOCROSS - International Old-timers MX, Washington Old-timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

May 29-31

CALIFORNIA ROAD RACE - Thunderhill Park, NW/REG/DBL National, Willows. Info: 530/934-5588.

Sat, May 29

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - GFI at Night Series, Starwest, Perris. Info: 909/653-4042.

CALIFORNIA POKER RUN - Marin County Motorcycle Association, first annual Gambonini Ranch Poker Run, AMA, District 36, Petaluma. Info: 415/455-5418 or www.xmax.com/mcma.

* FLORIDA SUPERCROSS - Ponca City qualifiers, West Florida Motocross Park, Milton. Info: 850/623-6038.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364 or www.mxaction.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - CT Spring Series, Rnd 8, night race, Kingsville. Info: 816/779-5020.

NEW ENGLAND SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK STADIUMCROSS - Frozen Ocean MX Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - MX Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* TENNESSEE MOTOCROSS - Jamestown MX Park, Rnd 6, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline MX Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

May 30-31

CALIFORNIA HARE SCRAMBLES - Shirley Verbiscio Memorial Hare Scrambles, AMA, District 36, Gambonini Ranch, Petaluma, San Rafael. Info: 888/991-5180.

* COLORADO HALF MILE - Lincoln County Fairgrounds, Hugo. Info: 303/452-9929.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17 TT Championship, Neoga. Info: 217/895-2143 or dirttrackd17dir@juno.com.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

MISSOURI MOTOCROSS - AMA, District 18, Cycle World, Hawk Point. Info: 314/338-4090.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, McCook, NMA qualifier. Info: 308/345-3744.

Sun, May 30

CALIFORNIA MOTOCROSS - CRC, Dunestown Series, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Oatfield Raceway, Rnd 6, Turlock. Info: 209/656-9682.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Spring Classic MX Nationals, Rnd 3 North, Hollister Hills SVRA, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Motowest 7th annual Memorial Day MX Championship, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - Super Saturday MX Series, Rnd 5, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Motowest Racing, NMA, CMC Spring Classic, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

CALIFORNIA HARE SCRAMBLES - third annual Shirley Verbiscio Hare Scrambles, Marin County Motorcycle Association, AMA, District 36, Petaluma. Info: 415/455-5418 or www.xmax.com/mcma.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless & Company, Kawasaki Trail Ride & Dual Sport Series, Jim Kelly Memorial Trail and Dual Sport Ride, Ganaraska Forest, Ontario. Info: 905/666-9734.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Spring Series, Rnd 8, Sweney Cycle Park, Brush. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

IOWA MOTOCROSS - AMA, District 22, MX Kingdom Inc., Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.

* KENTUCKY MOTOCROSS - Daniel Boone MX, London. Info: 606/877-1364 or www.mxaction.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Wide Open MX Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 5, Midwest Motorsports, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - Western New York Motocross Inc., Frozen Ocean MX Park, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 7, Top Gun MX Park, Iron Station. Info: 423/323-5497 or wwwvictory-sports.com.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Dixieland Motorsports, Elizabeth City MX, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - Spring Series, AMC, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - Amherst Meadowlarks MX, CRA Spring Series and Harley Raffle, Amherst. Info: 440/988-3133 or 440/988-9100.

OKLAHOMA MOTOCROSS - Ponca City MX Park, Oklahoma State Series, Rnd 6. Info: 405/722-9498.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Tulsa Landfill. Info: 405/390-5227 or members.aol.com/occra.

* OKLAHOMA MOTOCROSS - Oklahoma State Championship Series, Rnd 6, Ponca City Motocross Track, Ponca City. Info: 405/751-6616 or bakerboysokc.com.

PENNSYLVANIA MOTOCROSS - Racer Productions, Pro-MX National, High Point Raceway, Mount Morris. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Blocker Entertainment, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

SOUTH DAKOTA MOTOCROSS - 16th annual Memorial Day Race, Goat Eyewear, Yankton. Info: 605/665-9121 or 605/665-3512.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, New Johnsonville. Info: 615/859-0873.

WASHINGTON ROAD RACE - Future West Promotions, Blaine Airport, Blaine. Info: 604/794-3824.

* WYOMING MOTOCROSS - HPMA, Rnd 5, Casper Dirt Riders, Casper MX Track, Casper. Info: 307/261-3100.

Mon, May 31

CALIFORNIA CYCLE SWAP MEET AND SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - CRC, Dunestown GP, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - GFI Memorial Day Extravaganza, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - AMP/GFI Racing Axo Spring Series, Final Round, Memorial Weekend, Oatfield Raceway, Turlock. Info: 209/656-9682.

MISSOURI MOTOCROSS - AMA, District 18, Spring Series, Rnd 6, Midwest Motorsports, Kahoka. Info: 660/727-3301.

* OHIO MOTOCROSS - Broken Spokes Raceway, New Philadelphia. Info: 330/339-9265.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

Fri, June 4

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, MX Drag Racing, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 5-6

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 4, Sequoia Scenic Challenge, Lake Isabella. Info: 818/701-1913.

* CALIFORNIA MOTOCROSS - Phillipsville MX Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, Green Flag, River City BMRS, Willows. Info: 530/934-5588.

* CALIFORNIA SUPER TT - STTARS Super TT, American Racing Series, Southwest, Rnd 7, Streets of Willow Springs, Rosamond. Info: 949/768-4626 or www.supertt.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rnd 1, AMA/Four-Stroke National, Colorado Motosports Promotions, Lakewood. Info: 303/988-7722 or 303/989-7436.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 4, Gingerman. http://www.glrra.com/schedule.htm.

MISSOURI TRAIL RIDE - Midwest Trail Riders Association, Lesterville. Info: 314/434-5095.

NORTH CAROLINA DRAG RACE - AMA, Prostar National Drag Racing Series, Rnd 4, Rockingham. Info: 256/852-1101.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OREGON MOTOCROSS - CMC, Pac-West MX Nationals, Rnds 1 & 2, Albany SX Park, Albany. Info: 541/928-4474.

PENNSYLVANIA TRAIL RIDE - Durty Dabbers, Mill Hall. Info: 717/726-3343.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

WASHINGTON SCRAMBLES/SHORT TRACK - Vintage Scrambles/Short Track, Dinosaur Daze Tacoma MC, Thurston County ORV, McCleary. Info: 253/537-8692 or tacomaducks@hotmail.com.

Sat, June 5

* ARIZONA MOTOCROSS - NMA qualifier, night race, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

* CALIFORNIA SPEEDWAY - International Speedway, Harley Blow-Out, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - CMXR, Sherpa Motorsports Series, Rnd 5, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA TT - Open Traction, Fasttrack Enterprizes, Barona Speedway Park, Ramona. Info: 619/530-2174 or www.baronaspeedway.com.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - Ponca City qualifiers, night race, West Florida Motocross Park, Milton. Info: 850/623-6038.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrackd17dir@juno.com.

IOWA MOTORCYCLE SWAP MEET - J&P Cycles 20th anniversary open house, Swap Meet and Ride-In Bike Show, Anamosa. Info: 319/462-6011.

IOWA MOTOCROSS - Goat Eyewear Contingency, Truesdale. Info: 712/732-2460.

IOWA MOTOCROSS - AMA, District 22, MX Kingdom Inc., Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 6, Whoopmaster Jeeps, Wichita. Info: 316/684-7400.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - CT Summer Series, Rnd 1, Challenge Trax, Kingsville. Info: 816/779-5020.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Glass City Loto Run, Freemont. Info: 419/666-8413.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge, Kawasaki and Pro-Am Sports, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

PENNSYLVANIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Boyer. Info: 304/284-0084.

* TENNESSEE ARENA CROSS - Jamestown Motocross Park, Rnd 7, Jamestown. Info: 931/879-8557 or 879-7459.

Sun, June 6

CALIFORNIA MOTORCYCLE SHOW - 5th annual All American MC Show, Hidden Valley Park, Irvine. Info: 949/582-2371.

CALIFORNIA DUAL SPORT RIDE - Nor-Cal Expeditions, Redding/Shasta OHV Park, Redding. Info: 530/221-7647.

CALIFORNIA DRAG RACE AND CAR SHOW - 29th annual Antique Nationals, Los Angeles County Raceway, Palmdale. Info: 909/695-3713 or 909/787-0672.

* CALIFORNIA MOTOCROSS - SSC Motocross, Castaic Brick Spring MX Nationals, Hungry Valley MX, Gorman. Info: 805/294-0020 or www.sscmx.com.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 8, Barona Oaks. Info: 760/752-8252 or www.baronaoaks.com.

CALIFORNIA MOTOCROSS - Riverside Old-timers, Gorman SSC, Gorman. Info: 714/996-8327 or 909/674-0603.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Los Angeles County Raceway, Palmdale. Info: 562/941-1515.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series, Rnd 2, Rocky Mountain Motocross Association, Spring Series, Rnd 9, Erie. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

GEORGIA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Atlanta. Info: 828/665-6891.

*GEORGIA MOTOCROSS - AMA, Georgia Promoters Group, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS HARE SCRAMBLES - AMA, Mid-South Summer Series, Soil Series, Jonesboro. Info: 618/252-2062.

ILLINOIS HARE SCRAMBLES - AMA, District 17, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

IOWA MOTORCYCLE SWAP MEET - J&P Promotions Hillclimb, Swap Meet and Ride-In Bike Show, Anamosa. Info: 319/462-6011.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 7, Inman MX. Info: 316/585-2429.

MARYLAND MOTOCROSS - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607.

MARYLAND VINTAGE TRIALS - Mid-Atlantic Vintage Trials Series, Monrovia. Info: 410/775-7209.

MICHIGAN HARE SCRAMBLES - AMA, District 14 Hare Scrambles Series, Bent Wheels Competition Club, Rose Valley Motel, Rose City. Info: 248/814-0624.

* MISSOURI MOTOCROSS - Midwest Spring Motocross Championship Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - AMA, District 18 and YZ Bucks, Cycle World, Hawk Point. Info: 314/338-4090.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Poor Boys, Florence. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Livingston.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte, NMA Qualifier. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

NEVADA HARE SCRAMBLES - Rimbenders Hare Scrambles, MRANN, Rnd 4, Reno. Info: 775/322-1499.

* NEVADA MOTOCROSS - CMC, Spring Classic MX Nationals, Rnd 4 North, Silver State Raceway, Carson City. Info: 775/267-4392.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Continentals River Run, Junction. Info: 419/393-2625.

* OHIO DIRT TRACK - Carroll County Fairgroud & Triangle MC, AMA Pro-Am, Carrollton. Info: 740/382-6085 or 330/627-2300.

* OKLAHOMA MOTOCROSS - NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Boyer. Info: 304/284-0084.

TENNESSEE MOTOCROSS - KTMXA, TNT MX Park, Milan. Info: 901/987-9633.

* WYOMING MOTOCROSS - HPMA, Rnd 6, Powder Basin MX Club, Powder Basin MX Track, Gillette. Info: 307/261-3100.

Fri, June 11

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Wichita. Info: 719/541-2741.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Mayfield Fairgrounds, Mayfield. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

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Jeff Mason (909) 277-1335
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ZLT Racing Perris California
Practice and Race Schedule for Perris Raceway

Sat.,	May 29	8:00am to 2:00pm	Quads welcome
Sun.,	May 30	8:00am to 2:00pm	
Mon.,	May 31	GFI Spring Extravaganza	
Tues.,	June 1	No Practice	

New Pee Wee Track available.
All minors must be accompanied by a parent or notorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

CMA 559/673-8080

Fri.,	May 28	Little Okie Spring Series	Madera, CA
Sat.,	May 29	Bounty Hunter	Los Banos, CA
Sat.,	June 5	Bounty Hunter	Los Banos, CA
Sat.,	June12	Bounty Hunter	Los Banos, CA
Fri.,	June19	Valley Children's Benefit Race	Little Okie, Madera, CA

MOTOWEST RACING

Sat.,	May 29	Hollister Hills Open Practice
Sun.,	May 30	Hollister Hills 7th Annual Memorial Day MX
Sat.,	June 12	Club Moto Super Saturday, MX Rnd #5

415- 587-8678
ALL DATES SUBJECT TO CHANGE PLEASE CALL

Max Track Piru, CA ...It's a little different!
Weekly Open MX Practice Schedule
Wed. (11am - Dark) Sat. (9am - 4pm) Sun. (9am - Dark)
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Sun., June 6	Gorman (Gates Open at 6:30am)	Gorman,CA
Sat., June 12	Glen Helen (Gates Open at 8:00am)	San Bernardino,CA
June 19 & 20	Mammoth MX	Mammoth, CA

Info: (714) 996-8327 - (909) 674-0603

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CMC Racing 949/367-1141
Spring Classic MX Nationals:

Rnd 3	May 30	So	Max Track, Piru, CA
Rnd 3	May 30	No	Hollister Hills SVRA, Hollister, CA
Rnd 4	June 6	No	Silverstate Raceway, Carson City, NV
Rnd 4	June 13	So	Max Track, Piru, CA

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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National Motosport Association

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* WISCONSIN SHORT TRACK - AMA, Grand National Short Track, SSTs Ltd., Wisconsin H-D Dealers Association, Sheboygan County Fairgrounds, Plymouth. Info: 920/893-5751.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16, Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 12-13

ARKANSAS MOTOCROSS - AMA-LL Regional Qualifier-Youth, Cedar Hill MX, Magnolia. Info: 888/222-9158.

CALIFORNIA ROAD RACE - Thunderhill Park, Northern California Karters, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* IDAHO MOTOCROSS - Wild West/SIRA, Rnd 4 of Wild West Nationals, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

NEW HAMPSHIRE TRAIL RIDE - Merrimack Valley Trail Riders, Loudon. Info: 800/757-0203.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* WASHINGTON SUPER TT - STTARS Super TT, American Racing Series, Northwest, Rnd 1, Bremerton Raceway, Bremerton. Info: 949/768-4626 or www.supertt.com.

* WASHINGTON MOTOCROSS - AMA, Loretta Lynn's regional, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTORCYCLE SWAP MEET - J&P Promotions, 14th annual Motorcycle Swap Meet and Ride-In Bike Show, North Paddock area, Elkhart Lake. Info: 319/462-6011.

Sat, June 12

* CALIFORNIA SPEEDWAY - International Speedway, Trader Magazine Fan Appreciation Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - Motowest/Club-Moto Super Saturday MX, Club-Moto, Livermore. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Club Moto Raceway, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMXR, Sherpa Motorsports Series, Rnd 6, Spring Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Super Saturday MX, Motowest NMA Ponca City qualifier, Club Moto, Livermore. Info: 415/587-8678.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

* IOWA HALF MILE - DL Racing Vintage and Modern classes, Louisa County Fairgrounds, Columbus Junction. Info: 319/264-1988.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Wichita. Info: 719/541-2741.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

MISSOURI MOTOCROSS - NMA qualifier, Rnd 4, and CT Summer Series, Rnd 2, Challenge Trax, Kingsville. Info: 816/779-5020.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, also Pro Street Shoot-out, Chuckwagon Racing, Long Island Motorsports Park, West Hampton. Info: 516/288-1555.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - NAME, Night Time Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, MX Drag Racing, night race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Travelers Summer Run, Toledo. Info: 419/865-6327.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, MX Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 8, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

Sun, June 13

ARKANSAS MOTOCROSS - annual Brickfest, Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Temecula Raceway, Temecula. Info: 661/268-0105.

CALIFORNIA ENDURO - District 36, AMA, The Merced Dirt Riders Little Polecat Enduro, Crandel Peak Staging Area, Long Barn. Info: 209/586-3986 or merced-dirt-riders@yahoo.com.

* CALIFORNIA MOTOCROSS - CMC Sunstar Spring Classic MX Nationals, Rnd 4 South, MaxTrack, Piru. Info: 949/367-1141.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Northumberland Trail Ride, Northumberland, Ontario. Info: 905/666-9734.

* COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, M&M Connections, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 1, Yampa Valley. Info: 303/271-0190 or www.rmxa.com.

CONNECTICUT TURKEY/PIG ROAST RIDE - Hat City Riders, Warren Woods, Warren. Info: 203/792-9139.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA SUPERCROSS - Wings and Wheels Saturday Night Supercross, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

KENTUCKY HARE SCRAMBLES - AMA, Mason Lane, Owenton. Info: 606/472-3442.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Rnd 4, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, Finger Lakes State Park, Columbia. Info: 314/488-3174.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Brush Busters, Fairfax. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Malta.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEVADA MOTOCROSS - Nevada State MX Championship Series, Rnd 2, Moto-X-West and Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

NEW YORK ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Utica. Info: 828/665-6891.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Yankee Road Run, Defiance. Info: 419/542-8807.

* OHIO HARE SCRAMLBES - Ohio State Championship Hare Scrambles, AMA, District 11, Dynamic Promotions, Belpre. Info: 740/593-6704.

OHIO HARE SCRAMBLES - CRA, Buckeye Series, Proffer Promotions, Cable Creek, Toronto. Info: 330/538-2220.

OHIO HILLCLIMB - AMA Amateur Hillclimb, Pirate Promotions, Big Valley, East Palestine. Info: 330/426-4181.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Poolville. Info: 405/390-5227 or members.aol.com/occra.

OKLAHOMA MOTOCROSS - Stillwater Cycle Park, State Series. Info: 405/734-2525.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Spring Series, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

PENNSYLVANIA DUAL SPORT - AMA, Pennsylvania Trail Riders Association, 7 Mountains Campgrounds, Milroy. Info: 717/792-1384 or www.pamall.net/patra.

* SOUTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles Series, State Line MC Club, Red Hollow, Greer. Info: 704/937-9177 or 704/484-9000.

SOUTH DAKOTA MOTOCROSS - SD/IA MX Series, Sioux Falls. Info: 605/361-2043.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, Hohenwald. Info: 615/859-0873.

* WASHINGTON SHORT TRACK - Catywampus Caveman MC, AMA, District 27, Thurston County ORV & Elma. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - HPMA, Rnd 7, Douglas Motocross Club, Douglas MX Track, Douglas. Info: 307/261-3100.

June 14-15

OHIO BENEFIT MOTOCROSS - Midwest Fire, Police, EMS Benefit MX, Broken Spokes Raceway, New Philadelphia. Info: 330/325-2403 or 733-6896.

Fri, June 18

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, Spectro Oil, Malvern. Info: 330/262-4945.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Franklin County Fairgrounds, Hilliard. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Ron & Brian's Suzuki Night, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 19-20

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ROAD RACE - Thunderhill Park, American Federation of Motorcyclists, Willows. Info: 530/934-5588.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Mammoth Motocross, OTHG Presents, Mammoth. Info: 562/941-1515.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Georgetown Dual Sport Ride for Sight, Ontario. Info: 905/666-9734.

IDAHO MOTOCROSS - 11th Idaho Old-timer International, Owyhee Motorcycle Club, Boise. Info: 208/381-0507.

* NEW HAMPSHIRE SUPER TT - STTARS Super TT American Racing Series, Northwest, Rnd 1, New Hampshire International Speedway, Loudon. Info: 949/768-4626 or www.supertt.com.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., Loretta Lynn's Amateur National regional qualifier, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

TENNESSEE RELIABILITY ENDURO - Racer Productions Inc., ISDE qualifier, Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 3 & 4, Trulson MX Park, Ethel. Info: 360/985-7670.

Sat, June 19

* ARIZONA MOTOCROSS - CMC Copperstate Classic Stadiumcross, Arizona State Fairgrounds, Phoenix. Info: 602/272-1782.

ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA CYCLE SWAP MEET AND SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA SPEEDWAY - International Speedway, Dan Nay Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CONNECTICUT ENDURO - New England Trail Riders Association, Nervous Novice, Thomaston. Info: 860/875-5757.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - Ponca City qualifiers, night race, West Florida Motocross Park, Milton. Info: 850/623-6038.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* ILLINOIS NIGHT HILLCLIMB - AMA, District 17, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

KANSAS MOTOCROSS - NMA qualifier, Rnd 5, Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364 or mxaction.com.

MARYLAND MOTOCROSS - Women's Motocross League National, AMA, Rnd 3, Budds Creek, Budds Creek.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - CT Summer Series, Rnd 3, Challenge Trax, Kingsville. Info: 816/779-5020.

NEW ENGLAND SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - Opening Night, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NORTH CAROLINA MOTOCROSS - NAME, Night Time Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - CRA, Western Reserve MC, Salem. Info: 330/337-8077.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Fostoria Golden Eagles Hobo Stew Run, Fostoria. Info: 419/435-6881.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 7, Jamestown. Info: 931/879-8557 or 879-7459.

TEXAS MOTOCROSS - AMA LL Regional Qualifier Amateur, Village Creek MX, Fort Worth. Info: 817/572-7713.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

* WASHINGTON HALF MILE - Catywampus Caveman MC, Rnd 1, AMA West Coast Amateur National, Thurston County ORV, Elma. Info: 425/745-4010.

Sun, June 20

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 9, Barona . Info: 760/752-8252 or www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - CMC Sunstar Spring Classic MX Nationals Final, MaxTrack, Piru. Info: 949/367-1141.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Wild Rat Raceway, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IOWA MOTOCROSS - SD/IA MX Series, Sioux City. Info: 712/938-2153.

IOWA MOTOCROSS - AMA, District 22, Greenfield GP. Motorsports Day, Greenfield. Info: 515/285-6910.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 8, Green Acres MX, Marion. Info: 316/382-2915.

MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Pro National Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MICHIGAN MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Blackhawk Father's Day Run, Temperance. Info: 734/246-2527.

MISSOURI MOTOCROSS - Wide Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - AMA, District 18, Midwest Motorsports, Kahoka. Info: 660/727-3301.

MONTANA MOTOCROSS - High Country Motorcycle Association, Bozeman.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Stockton. Info: 308/345-3744.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OHIO MOTOCROSS - Sunset Ramblers MC, Rnd 2, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA Amherst Meadowlarks MX, Amherst. Info: 440/988-3133 or 440/988-9100.

* OKLAHOMA MOTOCROSS - NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA HARE SCRAMBLES - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* WISCONSIN MOTOCROSS - AMA, District 16, Triplecross and Yamaha contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Wed, June 23

* OHIO MOTOCROSS - AMA, Pickaway County Fair, Circleville. Info: 740/756-1267.

June 25-26

INDIANA MOTOCROSS - NMA North Central qualifier, Trojan Raceway, night race, North Webster. Info: 616/554-8071 or nma@mei-inc.com.

Fri, June 25

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

INDIANA SHORT TRACK - 100cc Vintage Flat Track Club, Lawrenceburg. Info: 740/929-4229.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Carson Park Fairgrounds, Paducah. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16, Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 26-27

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, HMSA, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

KENTUCKY MOTOCROSS - Western Kentucky MX, AMA regional qualifier, Lowes. Info: 502/674-5525.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Racers For Research, Park Hills. Info: 417/537-8406.

NEVADA DUAL SPORT - Dust Devils MC, Start/Finish Boomtown Casino, Reno. Info: 775/742-8500 or http://rl.lemke.com.

* NEW YORK MOTOCROSS - AMA, Loretta Lynn's Youth regional qualifier, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 5 & 6, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sat, June 26

* ARIZONA MOTOCROSS - NMA qualifier, night race, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-3731 or www.gohuge.com.

* CALIFORNIA SPEEDWAY - International Speedway, Jack Milne Cup, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Ventura Raceway, Ventura. Info: 661/268-0105.

* CALIFORNIA SUPER TT - STTARS Super TT American Racing Series, Southwest, Rnd 8, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA SHORT TRACK - 7th annual Outlaw Vintage Short Track, The Shop, Ventura Raceway. Info: 805/650-6777.

CANADA ROAD RACE - Future West Promotions, Chilliwack Airport, Chilliwack. Info: 604/794-3824.

CONNECTICUT ENDURO - New England Trail Riders Association, Nervous Novice, Union. Info: 860/875-5757.

GEORGIA SUPERCROSS - Wings and Wheels, Georgia Triple Cross Summer Series, Rnd 1, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

IOWA MOTOCROSS - Goat Eyewear Contingency, Arthur. Info: 712/367-2331.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

MISSOURI FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Monett. Info: 719/541-2741.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Mr. Chow Racing, Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

NEW HAMPSHIRE MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Jolly Roger. Info: 914/429-9465 or www.vintagemx.com.

NEW JERSEY STREET BIKE - Second annual Street Bike Wheelie Championships, Del's Performance Cycles plus Motorcycle Freestyle Jump Competition, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK SPEEDWAY - Legends of Speedway/Hank Basset Cup, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

NORTH CAROLINA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Asheville. Info: 828/665-6891.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Motocross, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Night Time National, Kawasaki, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA DUAL SPORT RIDE - KORR, Thunder In The Valley, Johnstown and Seven Springs. Info: 814/255-4752.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter-Trail Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 8, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

Sun, June 27

ARKANSAS MOTOCROSS - Arkansas Spring Series, Rnd 8, Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA MOTOCROSS - Women's Motocross League, Mammoth Mountain MX, Mammoth.

CALIFORNIA SPEEDWAY - International Speedway, Ventura Raceway Speedway Classic, Ventura Fairgrounds. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTORCYCLE SHOW - 12th annual San Buenaventura Antique & Classic Motorcycle Show, The Shop, Ventura. Info: 805/650-6777.

* CANADA ROAD RACE - Road Race Championship, Future West Promotions, Chilliwack Airport, Chilliwack. Info: 604/794-3824.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Coyote, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series, Rnd 3, Rocky Mountain Motocross Association, Summer Series, Rnd 2, Watkins. Info: 303/271-0190. or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 9, Silver City MX, Sterling. Info: 316/278-2487.

* LOUISIANA INDOOR SHORT TRACK - Trippe Enterprises, Shreveport. Info: 318/424-3132.

* MARYLAND HARE SCRAMBLES - AMA, Districts 7 & 5 Ironman Hare Scambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MINNESOTA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, St. Paul. Info: 828/665-6891.

* MISSISSIPPI MOTOCROSS - MX 886, Pre 4th of July Championships, Pontotoc. Info: 601/489-8316.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Rnd 5, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296.

* NEBRASKA MOTOCROSS - HPMA, Rnd 8, Alliance MX Association, Alliance MX Track, Alliance. Info: 307/261-3100.

NEBRASKA MOTOCROSS - Cornhusker MX Circuit, Phillipsburg. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

NEW HAMPSHIRE GRAND PRIX - AHRMA VMX Northeast Regional GP Series, Jolly Roger. Info: 914/429-9465 or www.vintagemx.com.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

WANT ADS

HELP WANTED

Service Help Wanted

30 year multi-line motorcycle, ATV, and personal watercraft dealership seeking entry level and experienced technicians. One of Georgia's largest volume dealerships located in a rural area in the foothills of the Appalacian Mountains, in Northeast Georgia. One hours drive of major metropolitan and recreational areas. Contact Vance at (706)886-5397 or fax resume (706)886-6309. GA

Temple City Power Sports

32 year multi-line dealership seeking qualified and motivated service technician and sales person. Contact Jon Z. at (626)287-6167 or fax resume to (626)287-5449. CA.

Parts Manager

35 Year multi line dealership seeking qualified parts manager in beutiful Santa Barbara area. Employee benefits available, experience helpful. Honda Suzuki Yamaha in Goleta. Contact Teri or Gary (805)967-9898. CA.

Telemarketers & Sales Reps

Advantage Performance Distributing, an aggressive national multi-lined distributer is looking to expand its inside and outside sales team. Advantage carries many of the most sought after lines such as Spectro, Bridgestone, THH, DMC exhaust, Pro Design, Nelson Rigg, and the list goes on. Applicants must be energetic, articulate, and excellent in customer service. For an opportunity to work with one of the fastest growing companies in the industry please fax your resume to Jeffrey Ross at (909)483-3668 or mail it to 9774 Hawthorne Dr. Rancho Cucamonga, CA 91730.

FLESH GEAR

An orange county based motocross clothing company is currently looking for a freelance designer to create and conceptualize its upcoming lines. Please fax your resume to (949)650-2142. CA.

Retail Buyer Wanted

Cycle Gear, America's largest and fastest growing motorcycle accessory retailer, has an immedidate opening for a full time buyer of parts and accessories. We offer free company stock, an excellent compensation and benefits package, an aggressive employee discount and a fun, dynamic environment. Must have a minimum of three years purchasing experience in multi store retail. Fax your resume to (707)747-6262 Attn: Ron Ogata. CA.

Service Technicians

Established Honda Yamaha dealer in San Francisco area. Must have dealer experience. Up to $30 per hour flat rate for right person, 5 day work week, benefits and paid vacation. Call Greg or Jeff (707)643-2548. CA

Sales

Established Motorcycle/ Watercraft dealership in Santa Clarita, CA needs experienced sales person. Call Dick Allen (661)259-8460. CA

EXPERIENCED TECHNICIAN Honda Peninsula Ducati. Top commission paid, vacation, profit sharing, 401K. Fax resume (650)968-0307 or call Mike B. (408)245-7840. Sunnyvale, CA.

Austin, Texas Mechanic

Experienced Yamaha/Honda/Ducati technician needed. Call Bill Kasson, Kasson Motorcycles (800)252-7004 or fax resume to (512)444-7919. TX

MC & PWC Instructors Wanted

for factory supported mechanics program. Mail resume to AMI P.O. Box 9128 Daytona Beach, FL 33120. Attention: Lamar Williams or fax to (904)252-3523.

Parts/Sales Person Needed

For shop in San Diego, experience helpful. Ask for Jeremy (619)541-2080. CA

Service Writer / Manager

Growing multiline motorcycle, ATV, watercraft, snowmobile dealership. Must be willing to use computer, schedule work, handle warranty claims, deal with the public. Lightspeed experience helpful. Minimum two years experience. Mail resume to Leightons Cycle, 29 Calef Hwy, Lee, NH, 03824. Fax (603)868-1720, phone (603)868-7550, ask for Terry. NH

New Dealership

HONDA, KAWASAKI, POLARIS All positions available. Some experience helpful. Please contact Jeff or John (619)513-2444 or fax resume (619)513-2439. CA.

Parts Person Needed

Honda Peninsula Ducati is looking for an experienced parts person. Honda motorcycle parts product knowledge and good customer service skills a must. Lightspeed experience helpful. Honda Peninsula offers competitive pay, medical, dental and vision insurance. Fax resume to Dan (650)968-0307. CA.

Austin, Texas

Honda, Yamaha, Kawasaki, Sea-Doo dealership seeks qualified service administrator/manager, technician, sales and parts personnel. (512)459-3311 or fax (512)459-5236.

Mechanic Wanted

Manufacturer, distributor in south Florida is looking for ATV Watercraft mechanic. Some experience required. Call Tony (800)321-6354. FL.

Service Department

Lake Tahoe California Performance Motor Sports shop seeking EXPERIENCED year around service tech. Emphasis on dirt and snowmobile tuning. Salary DOE. Fax resume (530)582-5742. or call Jay (530)582-8081. CA. interest

Technicians Needed:

Huntington Beach Honda in Southern California is looking for experienced technicians for our busy shop. Gold Wing experience a plus! Great pay plan and benefits, lots of work! Call Roger or Rick at (714)842-5531. CA

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Immediate full time positions for Yamaha Tech and Writer. Year round work, excellent pay, insurance paid, knowledge in PWC, Motorcycle, Snowmobile preferred. Competitive commissions for those who meet the challenge. Largest volume Yamaha dealer in Washington. Greater Seattle market area. ly@lynnwoodyamaha.com (800)774-0507. WA

Experienced Technician

Kolbe Honda, Yamaha, Kawasaki, located in sunny Southern California is seeking highly motivated technician to service motorcycles, watercraft, and power products. Very clean, professional shop. Excellent benefits, plus vacation. Fax resume Attn: Joel at (818)346-0279 or call (818)348-7865. CA

Sales - High Volume Dealer

Large dealer has immediate openings for Sales pros or enthusiastic trainees. 35-year dealer. Honda, Sea-Doo, Kawasaki, BMW, Suzuki. Full benefits, 401K, high commission. Ask for Paul or Mark (323)466-7191X261. CA

Service Manager & 'A' Technicians

Large multiple franchise dealer in Northern Virginia needs an experienced manager and technicians in Service Dept. We have two locations that offer excellent opportunities for the right individual. if you are interested in relocating to our area and have experienced in the PowerSport industry call today. Excellent pay, benefits and relocation assistance. Coleman Powersport (703)237-3400 or 1(800)888-3619 Ric Leary. VA

R CAL Racing, Orange Counties

Leading High Performance and Accessories Center is currently looking for motorcycle service technicians. Salary compensated by experience: Send resume to R Cal Racing, 16651 Gothard St. Unit H Huntington Beach, CA 92647 or call (714)848-6797, Fax (714)848-6208. CA

"Parts Person"

Looking for enthusiastic, responsible, hard-working, knowledgeable parts person to work at growing Southern California Honda HRC Suzuki dealership. Medical benefits paid, vacation paid. Join this well trained team! Send resume to 2594 E. Thousand Oaks Blvd. Thousand Oaks, CA 91362, Attn: David or Call (805)371-3000 e-mail tohonda1@gte.net. CA

Mail Order/Customer Service

Malcolm Smith Motorsports requires a customer service rep for our growing mail order dept. Euro M/C knowledge a plus. Commission & benefits, walk in application or Fax resume to (909)687-3819. 7563 Indiana Ave. Riverside, CA 92504. No phone calls. CA

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Motorcycle Technician Wanted

Mission Yamaha in Laguna Niguel looking for seasoned experienced technician. Great opportunity for growth. Paid vacation and medical insurance. Fax resume (949)582-1325. John M. or call (949)582-0351 ext. 115. CA.

MOTORCYCLE TRADE Publication seeking experienced, responsible, managing editor. Twenty miles from Lake Tahoe, relocation required. Fantastic outdoor recreation, uncrowded mountain highways and 365,000 acres of off-road open BLM land 10 minutes form office! Fax resume and cover letter: (775)782-0266. NV.

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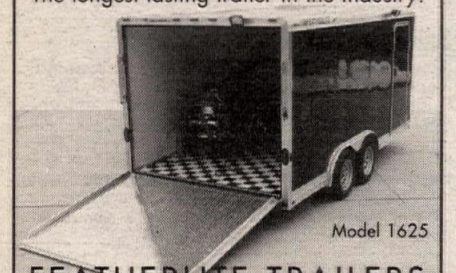
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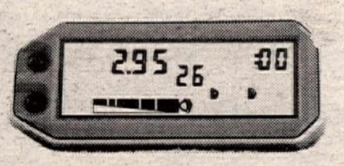

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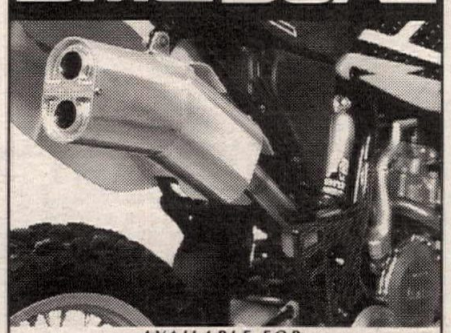

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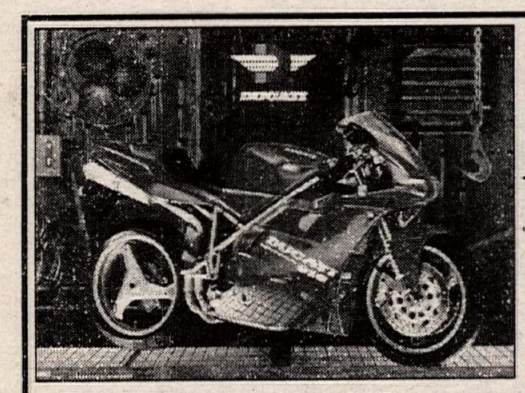

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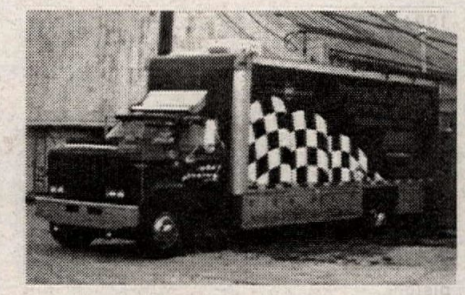

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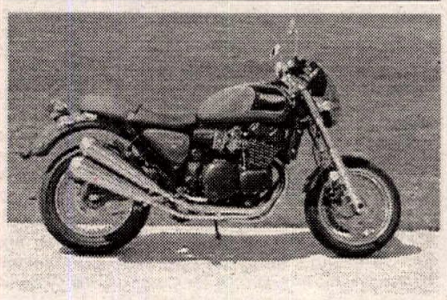

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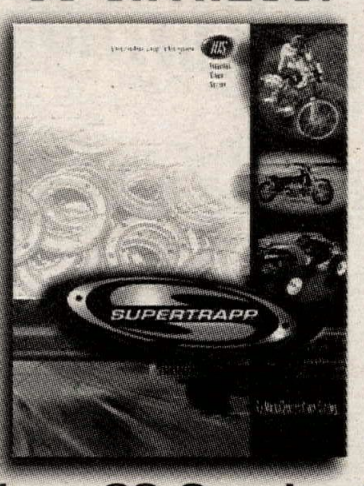

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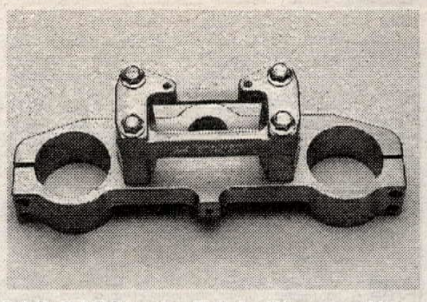

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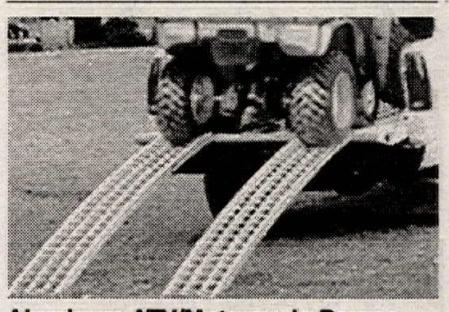

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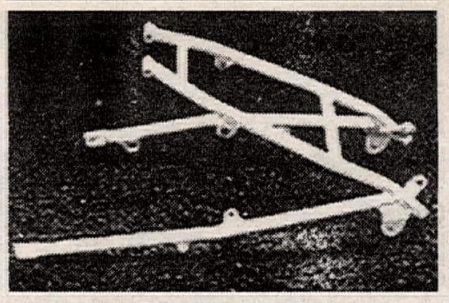

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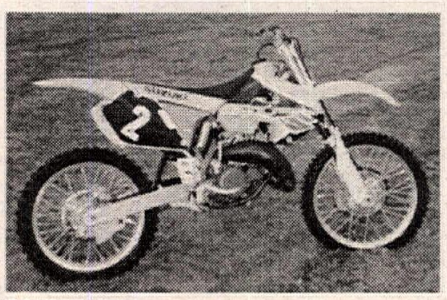

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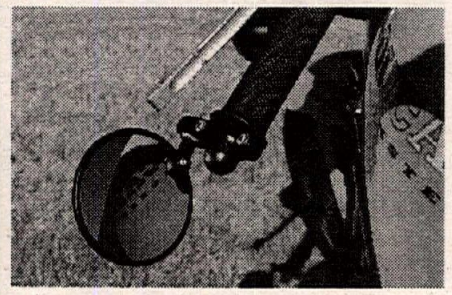

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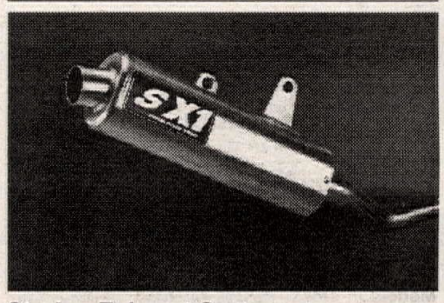

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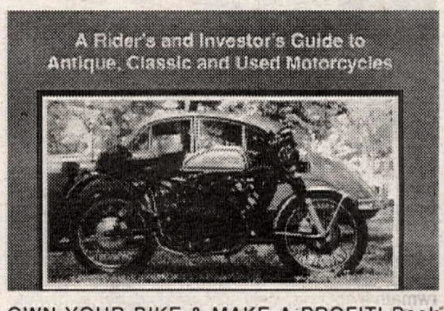

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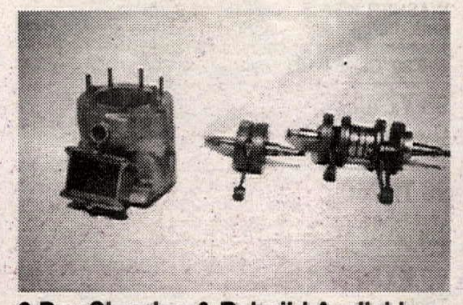

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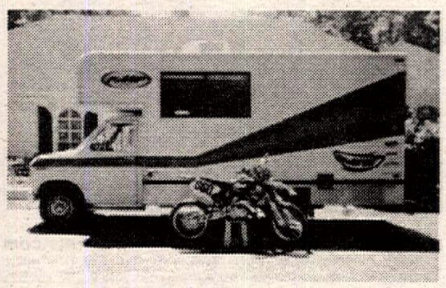

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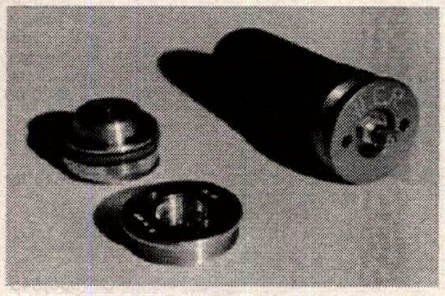

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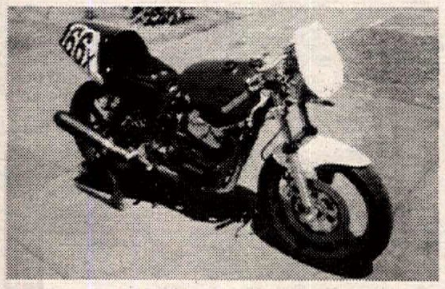

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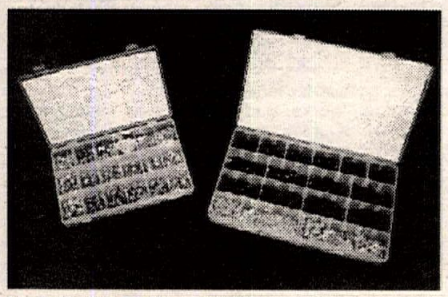

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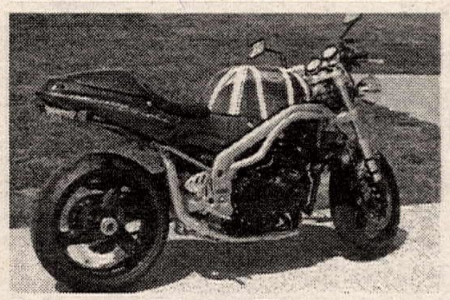

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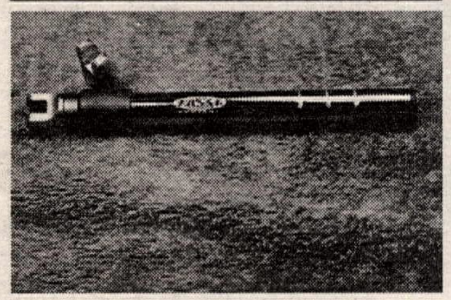

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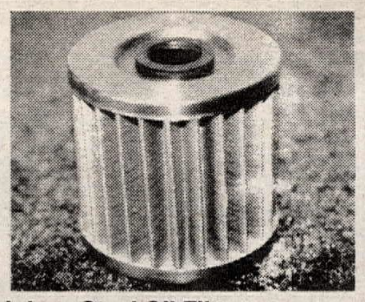

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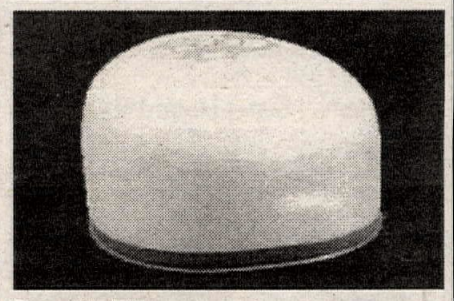

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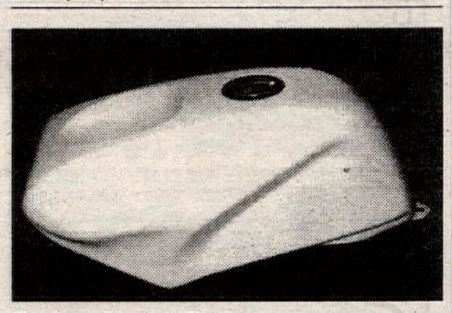

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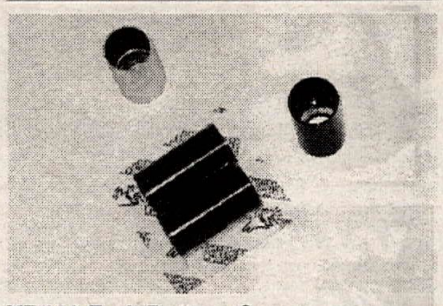

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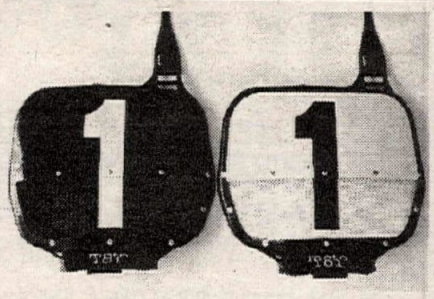

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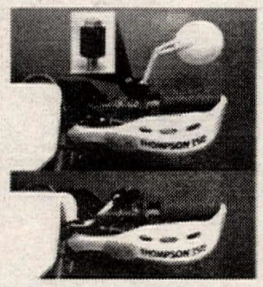

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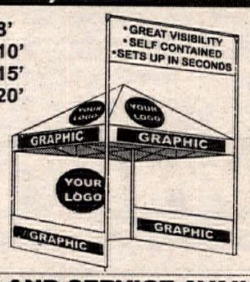

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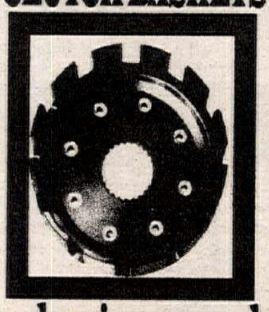
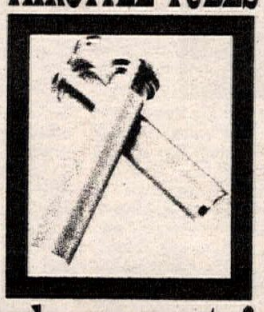
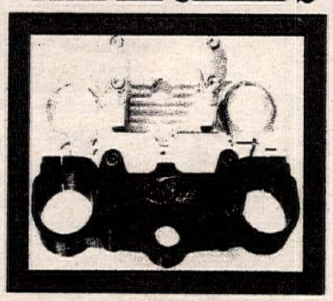
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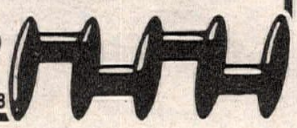

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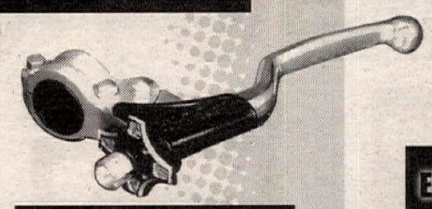

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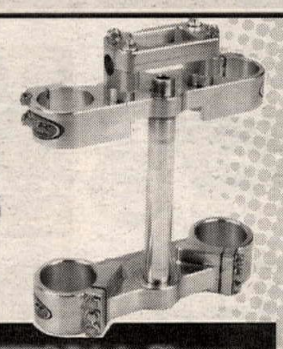

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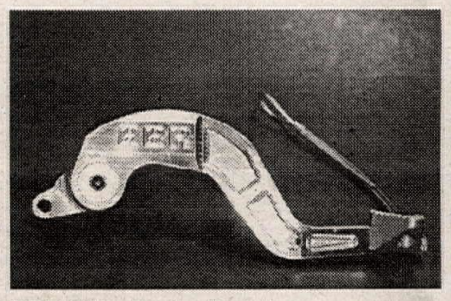

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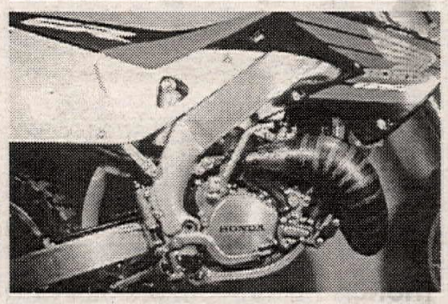

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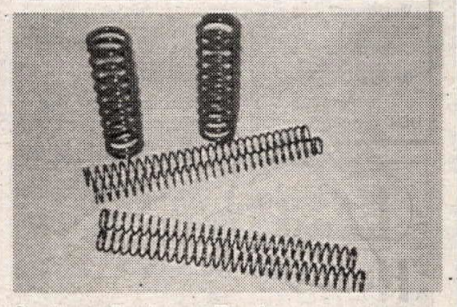

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Day Six

BY KIT PALMER

A new motocross track opened up in our area, which is always a good thing. But when I heard that this particular track was going to be tailored more toward the "Vet" rider - meaning less emphasis would be placed on double jumps - I thought this was going to be more than just good. This was going to be awesome.

You see, I'm just not a double-jumper. Never have been, never will be, and I'm not the least bit ashamed to admit it. I grew my racing roots just before double jumps started getting popular, and I never really got the chance to develop a good feel for them before "real" life kicked into full gear and my racing opportunities became fewer and farther between. In this day in age, not being a "jumper" is not a good thing.

Where I live (in the Southern California area), there are at least five or six motocross facilities within a few hours' drive of my house. Most of them are loaded with doubles, triples and tabletop jumps, so not being a jumper certainly curtails the amount of fun I can have on these tracks - especially when it comes to racing on them. Sure, there are a few doubles I can safely negotiate and actually have fun doing, but inevitably, every track has *at least* one or two monster doubles or triples that I simply cannot or will not attempt. After all, there's that garage door at home that needs to be fixed, the lawn that needs to be mowed, the brakes on my wife's car that need to be replaced, and the paycheck that needs to be earned come Monday morning. When I was a kid, these were my parents' problems. Now they're mine. For me, and maybe for you, too, the risk of coming up a foot short over a double or triple just isn't worth it.

But before I go any further, let me clear one thing up right away: This is not an anti-double-jump column, so you can go ahead and put that pen and paper down, or log off of your computer. Actually, I don't have a problem with double jumps at all. In fact, I don't have a problem with track owners filling up their tracks with doubles, triples, tabletops and many other "man-made" obstacles. After all, these are the things many motocrossers want nowadays, especially the younger ones. (Have you noticed all the built-up mounds of dirt sprouting up in empty lots and fields around your neighborhood lately? Bicycles, motorcycles, it doesn't really matter - doubles are in and kids love 'em.) It's also because of doubles and triples that the sport of supercross, especially, has become as popular as it has for rider and spectator alike. As a result, the motocross industry has flourished. Doubles are here to stay, as they very well should be.

Anyway, my excitement quickly turned to disappointment during my first lap around this new track. Like many of the other tracks, the exit of just about every turn sets you up for a ramp for either a double, triple or tabletop jump. Even though I did work up my nerve to jump most of them, a few were well beyond the personal limits I've set.

> *When I heard that this particular track was going to be tailored more toward the "Vet" rider - meaning less emphasis would be placed on double jumps - I thought this was going to be more than just good. This was going to be awesome.*

Not being able to double the jumps is one thing, but what really bothers me the most is the fact that by not doing one or two of the doubles on the track, I'm pretty much rendered noncompetitive. Now *that* bugs me. I might be getting older, but that competitive thing is still as young as ever. I can still get through the turns, whoops and off-cambers (do they even have those anymore?) okay, but when you concede two or three seconds over doubles (possibly two or three times a lap), well, you may as well not even show up. Come to think of it, I don't. But I'm not the only one.

Over the years, I've had countless conversations with "old" racing buddies and people I've met who say they simply do not race or own motocross bikes anymore because of the doubles. Like me, many of my friends' weekends are filled to capacity with "normal" life activities. And, even if they did ride, they'd only manage to make it to the track every so often - but with doubles, this simply will not do. Racing on tracks with doubles and triples require a steady dose of practice to maintain that edge, that confidence and, perhaps most importantly, that timing. Many of us simply don't have the luxury of racing every weekend with practice in between to stay sharp. I know that I can't go out and start launching myself over the doubles when I haven't ridden for a while.

Tracks without doubles and triples, however, aren't nearly as demanding on your timing skills, and the consequences are not nearly as high. Sure, you can roll over double and triple jumps, but you still run the risk of getting landed on by another rider. I've heard all too many people say that they would consider buying a motocross bike and get back into racing again if there were more Vet-oriented tracks out there. They simply don't want to look over and see a skid plate passing them.

It seems to me that motocross has changed to where one track just won't do anymore. There used to be a time when everyone could go out and ride or compete on one track, where honing one's skills over a variety of obstacles (corners, whoops, uphills, downhills, off-cambers, etc.) and increasing one's stamina meant the difference between winning or losing - not just whether or not you have the nerve to double. I feel as though motocross facilities could now benefit by maintaining two tracks - the first and foremost, of course, being tracks featuring more man-made obstacles so young riders can develop their skills to perhaps one day become supercross or outdoor National champions just like many of them do now. The other track, however, should be designed with us Vets in mind; after all, those older generations of motocrossers are now Vets and Seniors and hold down steady and well-paying jobs (at least in theory) and can afford to buy bikes but have no place to ride them. Yes, it would no doubt cost the track owner more money to run and maintain an additional track, but I think that the additional revenue it would bring in would outweigh the extra cost and manpower to operate one more track. I know I would be more inclined to go racing, as would many of my 30- and 40-something friends. Also, having a Vet track would give us something to do while Junior is out practicing his nac-nacs on the main track. Actually, some of my local MX parks do have secondary, less "jumpy" tracks, but those tracks are often ignored, left to bake in the sun while the main track gets all the water and attention.

In Australia, I've been told, where they have motocross series that feature double-jump-less tracks, they're having huge success all over the country, pulling young and old riders in droves. Is there something to be learned here?

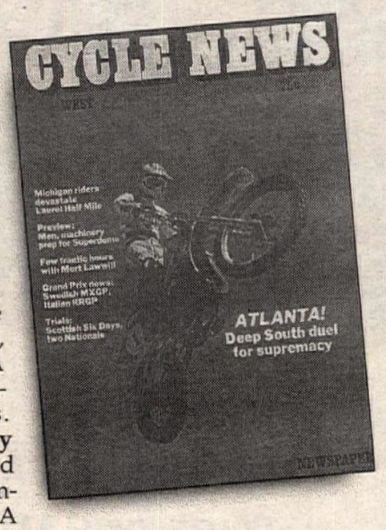
Again, I'm not bashing doubles, but I do think there is a need for more natural-terrain-type tracks out there, not for just vintage bikes, but for modern bikes and their not-so-modern pilots as well. CN

Looking Back

30 YEARS AGO... JUNE 10, 1969

Speedway was the happening topic in Issue #21. We provided roundy-round fans with a 40-page issue packed with info on the brakeless, fuel-burning machines and the men who rode them. American rider **DeWayne Keeter** was profiled, and we gave you pics and tidbits on most of the World Championship contenders, such as former World Champions **Barry Briggs** and **Ove Fundin** and reigning World Champion **Ivan Mauger**. We also showed you the burgeoning scene in Southern California, where riders such as **Steve and Mike Bast**, **Rick Woods** and **Sonny Nutter** were beginning to become household names... Evel Knievel was soaring on **American Eagle** motorcycles... In dirt track racing, several riders were beginning to gear up with new motorcycles that conformed to the AMA rule changes for the following year. Not content to wait for the factory, privateer rider **Robert Butler** elected to build his own XL-based overhead-valve 750cc Harley-Davidson engine, while **Johnny DeMoisey** had prepared a Triumph Trident three-cylinder machine.

20 YEARS AGO... JUNE 6, 1979



Who else but **Bob "Hurricane" Hannah** (Yam) could leap out of the great blue yonder and onto our Issue #21 cover? Hannah did so for good reason, as he once again smoked the 250cc class in the Atlanta, Georgia, round of the AMA 250cc National Championship MX Series. Also at Atlanta, **Danny LaPorte** (Suz) backed up his win in the opening round of the AMA 500cc National Championship MX Series in Massachusetts with another, this one, like the last, coming via 1-1 scores... Harley-Davidsons and Michiganders swept the AMA Grand National round at Laurel, Maryland, as **Jay Springsteen** (H-D) led **Garth Brow** (H-D) and **Scott Parker** (H-D) across the finish line to take the win... **Gerrit Wolsink** (Suz) won the World 500cc MX GP in Sweden, while **Kenny Roberts** (Yam) took an impressive win in the 500cc GP road race at Imola, Italy... We also took a look at the trick **250cc works motocrossers** being campaigned on the AMA circuit by Yamaha, Kawasaki, Suzuki and Honda.

10 YEARS AGO... MAY 31, 1989

"In the Wind" ran a photo of newlywed couple **Scott and Wanda Parker**, who were married in Flint, Michigan, on May 6. Just three weeks later, Scott Parker (H-D) was hanging it out on the San Jose Mile, where he claimed the victory. **Doug Chandler** (Hon) finished second, and **Chris Carr** (H-D) was third... Honda teammates **Larry Ward** and **Jeff Stanton** won the 125cc and 250cc titles, respectively, at round four of the AMA 125/250cc MX Championship Series in Southwick, Massachusetts... **Pier-Francesco Chili** (Hon) wound up the big loser by winning the Italian Grand Prix. Chili was the sole works rider who refused to boycott the event in the Misano rain, and he wound up triumphing over a pack of just 13 riders, much to the disappointment of 73,000 of his countrymen. **Simon Buckmaster** (Hon) was second, and **Michael Rudroff** (Hon) was third... **Scott Plessinger** (Yam) narrowly defeated **Ed Lojak** (Yam) for the win at the Hookstown National Hare Scrambles in Pennsylvania. CN

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